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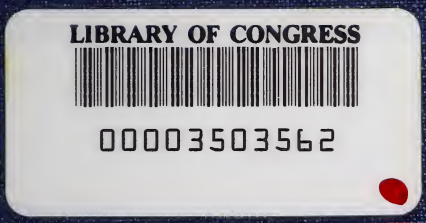


THE LIBRARY OF CONGRESS

THE UNITED STATES

AND

CANADA.

THE UNITED STATES

AND

CANADA,

AS SEEN BY

TWO BROTHERS

IN

1858 AND 1861.

LONDON:
EDWARD STANFORD, CHARING CROSS.
MDCCCLXII.

E 166
.U 58

PRINTED BY J. E. ADLARD, BARTHOLOMEW CLOSE.

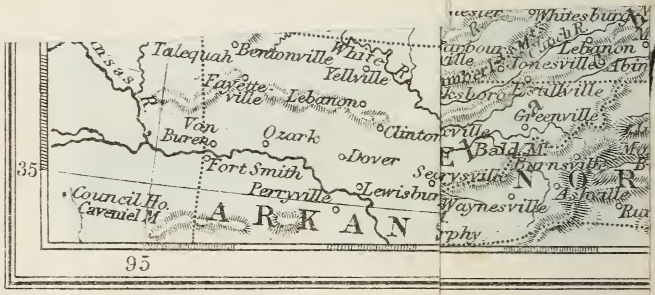
PREFACE.

In 1858 I paid a four months' visit to the United States and Canada; pleasure took me to the country of Brother Jonathan, ties of kindred to England's flourishing colony. I made copious notes of my travels and observations, but did not think it worth while to put any of them in print; but now that my brother has just returned from a similar tour, it is our opinion that the contrast between the peaceful Union in 1858 and the warlike States in 1861 is sufficient warrant for our publishing, for our own gratification and for that of our friends, some record of that which we must ever look back upon as an event in our life's brief course.

Our minds being thus made up to print, we think it as well to give an opportunity to a reading public of seeing what two unbiassed young Englishmen think, on a personal acquaintance, of the Anglo-Saxon race and the land of their adoption on the other side of the Atlantic.

J. C., Jun.

December, 1861.


Talequah
Bentonville
White R.
Yellville
Fayette Ville
Lebanon
Van Buren
Ozark
Clinton
Dover
Fort Smith
Perryville
Lewisburg
Council Ho.
Cavenel M.
ARKAN
Whitesburg
Lebanon
Jonesville
Greenville
Bald M.
Waynesville
Ashville
35
95
300 MILES
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THE

UNITED STATES AND CANADA.

CHAPTER I.

INTRODUCTORY.

A BOOK written by two people cannot be a personal narrative; the I's would often clash, and confuse both authors and readers. We intend, then, our account to be purely descriptive. Some chapters will be written by one brother, some by the other, some will owe paternity to both, while none will go to press without the revision of both. As, however, this book is intended primarily for private circulation, for the perusal of friends, present and to come, we subjoin a sketch of the route of each brother, with the dates and mode of travelling.

J. C. JUN.

1858.

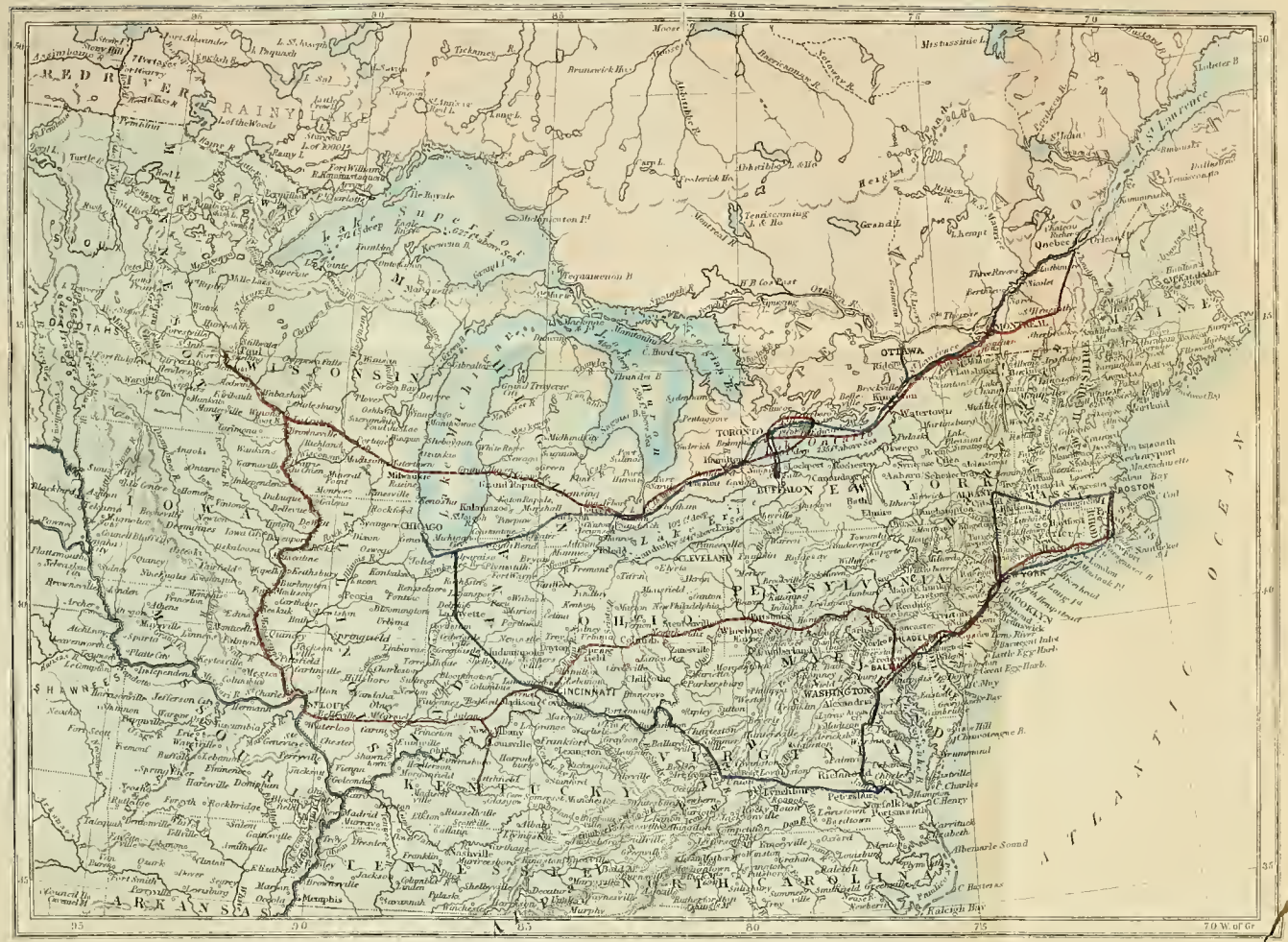
April 28.—Left Liverpool by screw steamship City of Baltimore for New York.

May 12.—Landed at New York.

„ 18.—Ascended River Hudson by steamer to Albany.

„ 19.—By rail to Boston.

Map to illustrate ROUTES in the UNITED STATES and CANADA.



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J. C. JUN.

1858.

April 28.—Left Liverpool by screw steamship City of Baltimore for New York.

May 12.—Landed at New York.

„ 18.—Ascended River Hudson by steamer to Albany.

„ 19.—By rail to Boston.

May 22.—By rail to Fall River, thence by steamer to New York.
„ 24.—By steamer to South Amboy, thence by rail to Philadelphia.
„ 27.—By rail to Baltimore.
„ 28.—By rail to Washington.
June 2.—By steamer down the Potomac to Acquia Creek, thence by rail to Richmond.
„ 4—7.—At a gentleman's estate on the James River, about seventy miles below Richmond.
„ 8.—By steamer up the James River to City Point, thence by rail to Petersburg.
„ 9.—By rail to Lynchburg.
„ 11.—By canal-boat to the Natural Bridge.
„ 12—17.—By stage-coach through western Virginia, across the Alleghany Mountains to Charleston, a small town on the Kanawha River.
„ 19, 20.—By steamer down the Kanawha and the Ohio to Cincinnati.
„ 23.—By rail to Chicago.
„ 24.—By rail to Toronto.
„ 26.—By rail to Cobourg on Lake Ontario.
*** Here and at Toronto some weeks with relations.
July 23 to 26.—At the Falls of Niagara.
Aug. 6.—Left Cobourg by steamer to Brockville.
„ 9.—By rail to Ottawa.
„ 10.—By rail to Prescott, thence by steamer to Montreal.
„ 11.—By steamer to Quebec.
„ 14.—Left Quebec by screw steamer Canadian for Liverpool.
24.—Landed at Liverpool.

A. C.

1861.

April 20.—Left Liverpool by Cunard paddle steamer Arabia for Boston.

„ 29.—Stopped a few hours at Halifax, Nova Scotia.

May 1.—Landed at Boston.

„ 3.—To New York *viâ* Fall River.

„ 16.—To Philadelphia *viâ* South Amboy.

„ 20.—To Baltimore.

„ 21.—To Washington.

„ 27.—By rail to Harrisburg.

„ 28.—By rail to Pittsburg.

„ 30.—By rail to Cincinnati.

„ 31.—By rail to Louisville.

June 1.—By rail and coach to the Mammoth Cave, Kentucky.

„ 5.—Returned to Louisville.

„ 6.—By rail to St. Louis.

„ 8—12.—On the Mississippi between St. Louis and St. Paul.

„ 13.—By rail from La Crosse on the Mississippi to Milwaukee, thence across Lake Michigan to Grand Haven.

„ 14.—By rail to Detroit.

„ 15.—By rail to Hamilton.

„ 17.—By steamer to Cobourg.

*** Some weeks here with relations.

„ 20.—By rail to Toronto.

July 24.—By steamer and rail to the Falls of Niagara.

„ 25.—Returned to Toronto.

July 26.—By steamer to Montreal.
„ 29.—By rail to Quebec.
Aug. 6.—Left Quebec by Great Eastern for Liverpool.
„ 16.—Arrived at Liverpool.

It will be observed that the second tour was commenced eight days earlier than the first; it was also completed eight days earlier; in fact, without any particular design, the two brothers were absent from home the same length of time to an hour. It will be seen that the routes somewhat vary. Where they agree, the mode of travelling is not given in the outline of that of A. C. Undoubtedly the months taken are the best for paying a short visit to America, but if one could manage a longer holiday, and intended going south, it would be as well to take the autumn, winter, and spring, as the northern states and Canada are seen to advantage in the autumn, or fall, as it is there called, and it is not prudent for an Englishman to travel in the extreme south except in the winter months. One could make more of a trip in this way than by taking the summer, as scarcely anything can prove more enjoyable to one accustomed to the highly civilized life of England than a few weeks' hunting in the Far West, and for this autumn is the time.

The reader will be able to trace in the map, which accompanies this little volume, the routes as indicated in the itinerary.

CHAPTER II.

THE VOYAGE.

Crossing the Atlantic is one of the most important considerations which comes before the tourist on making preparations for his trip, and some words relative to the experience gained may not be out of place. This passage may be accomplished in more ways than one, and while one person chooses a vessel belonging to that admirable of all lines, the Cunard, another is obliged, for the sake of economy, to cross in a vessel of less pretensions, and consequently with cheaper fares.

The principal lines of communication between this country and America are as follows:

The British and North American Royal Mail steamships, between Liverpool and New York.

The Liverpool, New York, and Philadelphia Steamship Company.

The United States Mail steamers, between Southampton and New York.

The Canadian Steamers, between Liverpool and Quebec.

Steamers also regularly ply between Hamburg and New York, and between Havre and New York, calling at Southampton on their way.

If possible, the traveller should make use of the Cunard line, as it is undoubtedly the best, and the risk is less than that caused by railway travelling in our own country, the

life of a passenger never having been lost. The captains on board these vessels are tried men, and the entire crew consists of what are termed "first-class seamen." The fare at table is of the very best kind, and he must be a very fastidious man who would dare grumble at the sumptuous dinner which is provided. In speaking of this line no wish is felt to depreciate others, as all fulfil well the arduous duty they have undertaken. Large numbers of emigrants are taken out by the Liverpool, New York, and Philadelphia Company, their numbers often amounting to several hundreds, and this line has earned for itself a high meed of praise. The Canadian line has been of late very unfortunate, and a diminution in their profits must necessarily follow; but a large sum is annually paid them by the provincial government, as it is to the interest of Canada to have a separate communication with the mother country.

That masterpiece of science, the Great Eastern, has also crossed the Atlantic, but from the many mishaps which have befallen this noble vessel it is to be feared the public confidence will be permanently shaken. Whether she will ever prove a successful speculation in a pecuniary sense is most doubtful, as is evidenced by the decline in value of the shares; but the magnificent proportions of this huge ship cannot fail to strike the observer on first sight. The excitement produced in Canada, when she arrived at Quebec with troops, was very great; many people travelled several hundreds of miles to inspect for themselves this ocean giant, and there was a constant throng of visitors during the whole of her stay. Some idea may be had of the capacity of her decks, when it is stated that the officers exercised their horses and drilled the men during the voyage.

The ordinary time in which one may expect to cross is eleven days, and in this age of steam the variation is, as a rule, very slight. The quickest passage ever made was in June, 1861, by the Adriatic, from Galway to New York, in seven days, and from land to land in five. The Adriatic formerly belonged to the Collins line, which was in the hands of the Americans, but was broken up on account of mishaps and mismanagement. She is of American build, and the fact of her belonging to an English company is somewhat galling to the New Yorkers whenever she makes her appearance on their side of the Atlantic.

Sea-sickness is a thing which goes a great way towards deterring would-be travellers, and the horrors of it are certainly distressing. It is no uncommon thing for passengers to be ill all the way over, and occasionally on arriving in port ladies are seen to emerge from their cabins who have never appeared on deck while on the voyage, but the delightful sight of land soon dispels all evil forebodings, and as the wish in this little book is rather to increase than to decrease the number of adventurous ones, nothing more must be said concerning the dark side.

Extra care is required on the part of the captain of a vessel on approaching the banks of Newfoundland, continual fogs being caused by the incoming of the Gulf Stream. Full particulars of these fogs may be found in a very excellent book written by Lieutenant Maury, a man who holds a high scientific position in the United States, but who is just now in rather bad odour on account of his pro-southern sympathies. In this region one may reasonably expect to come across an iceberg, and fortunate is the man

who happens to see one, as the impression will for ever be fixed on his memory. Several hours before its appearance the temperature of the air is found to decrease very materially, and shawls, great coats, and the like are in demand. Even the Great Eastern would stand no chance were she to come in contact with one of the large dimensions often seen.

The time taken by sailing craft is very uncertain. The voyage to Europe is made in less time than that to America. Occasionally this mode of travelling is adopted for the sake of the beneficial effect expected from the voyage.

The pilot boats prove a most welcome sight on arriving near land. They are generally distinguishable by their yacht-like appearance, and are models of what a sailing boat should be. The pilots come long distances out in order to secure the steamships which are due, and occasionally they have a race for it; the competition is great, and from the exposed life these men lead a good remuneration ought to be paid. In times of political excitement, especially, the pilot proves a welcome visitor, for in general he has a daily paper, and then the eager faces on board betoken a lively interest in the topics of the day.

The Cunard vessels proceed alternately to New York and Boston, and, when steering for the latter port, call at Halifax, in Nova Scotia, to land the mails and whatever freight they may have for the colony. Halifax harbour is a very fine one. Its approaches are fortified so as in case of attack to give a warm reception to an enemy. British soldiers are always stationed there, and frequently war vessels belonging to Her Britannic Majesty are at hand. The town of Halifax is a very dull, deserted looking place, and from its appear-

ance would seem to be half a century behind the rest of the world, but, notwithstanding this, it is considered one of the best stations for English regiments to be ordered to, and certainly it is far preferable to an expatriation to the West India Islands.

On arriving in America, the ordinary routine of search of luggage by custom-house officers must be undergone, whether landing in the United States or Canada, but the inconvenience is very slight, as the examination is far from being rigid; in fact, boxes may frequently be got through without being opened, and if any trouble is caused it is generally due to the temperament of the individual concerned.

It is worthy of remark that, comfortable as one may have been on board the well-appointed steamship, and really enjoyable as may have been the passage, no sooner does the vessel arrive in port than it appears like a prison, and one is anxious to leave it. All the passenger's enthusiasm about long voyages and the delights of the ocean vanish, and he is not quiet till he sets his foot on terra firma.

CHAPTER III.

BOSTON.

Massachusetts is the most important of the states which constitute what is generally known as New England. It contains the flourishing and interesting city of Boston, now better known than its English sister. New England is remarkable for its Puritan character, which is now, perhaps, more a matter of history than of reality. But to Puritanism New England certainly owes the high character its inhabitants have for their superior civilization and morality over the other states in the Union. New England has also given birth or domicile to most of the authors and men of science who have adorned America. The history of the colonization of the various states is of great interest, none more so than of New England. It was here that in a new, untrodden soil, our forefathers, persecuted for conscience sake, set foot, not willingly, but of compulsion. Their attachment to the country they had left is evinced by the fact of their calling the home of their adoption *New* England. They wished it to be new in more ways than one, and thought to establish a model government. But the true principles of religious liberty, little understood now, were less so then, and our Puritan ancestors, men who had suffered much for religion's sake, thought that they, in their turn, could also ensure religious uniformity by the same means. This is all past, but the influence of their example is still felt in the

attachment to law, order, and morality, which distinguishes New Englanders—Yankees, as they are called somewhat contemptuously. It is a mistake to apply the term *Yankee* to Americans generally. While New Englanders are often proud of being *Yankees,* other Americans, southerners especially, repudiate the term, and speak with scorn of a Yankee abolitionist as one beneath contempt.

Boston is situated on a peninsula, which it has quite outgrown, and has extended itself on to the mainland, to which it is joined by a narrow isthmus, and from which it is separated by portions of the harbour. The suburbs are South Boston, East Boston, East Cambridge, and Charlestown. The last is the most important. In it are situated various wharves, the navy yard, the state prison, and Bunker Hill monument. With all these suburbs, East Boston excepted, Boston proper is connected by bridges.

Boston is more like an old country city than any in the Union. Its founders had no idea of its future greatness, and its streets have grown up according to circumstances. They are thus narrow and tortuous. Those in the newer part of the city and suburbs are straight enough. A great feature in Boston is the Common, a nicely laid-out park of about fifty acres. It is much used, being situated in one of the best quarters of the city. There is a very old tree in it, called the "Tree of Liberty," especially dear to Bostonians. An eminent citizen wrote a monograph on it, but he was unable to find out when it was planted, but it is believed that it is older than the colony. Why "Tree of Liberty" one hardly knows; probably during the War of Independence patriotic speeches were made to attendant crowds under its shade. There is also the "Cradle of

Liberty," the Town Hall, known as Faneuil Hall, from its having been presented to the citizens by a townsman, Peter Faneuil, in 1742. Anything that carries one back a hundred years is looked on in America as somewhat of an antiquity, and so it is, for a century ago the grandfathers and great-grandfathers of the now living equality-loving Americans were loyal subjects of George III, and every public building of that age must have taken some part in the stirring events which brought about the independence of the colonies. Boston has many other public edifices, but so has every flourishing city, and little is to be said of State houses, hospitals, institutes, theatres, churches, and so forth.

The Bunker Hill monument is worth a notice. Here was fought that famous battle where undisciplined, ill-armed men defended long a position assailed by tried troops. They had at length to give way, but this first shedding of blood in the revolutionary war had this effect, that it gave the patriots confidence in their own ability, with a little discipline and training, to cope with the levies of George III. New Englanders are naturally proud of the part they took in freeing the states from the dominion of Great Britain. They evinced great public spirit on the occasion, and the stranger is still shown the spot in the harbour where the tea was thrown, which was the first overt attack of rebellion. Bunker Hill monument is 220 feet high, and its summit commands a fine view of the city, harbour, and adjacent country. On the top are two old cannon, one of which is one of four possessed by the Americans at the commencement of the war.

About three miles from Boston is Harvard, or Cambridge,

University. Cambridge is the name of the place, Harvard of the founder. This is one of the chief seats of learning in the Union, and here have been educated many of America's eminent literary men. Longfellow lives at Cambridge, in the house once occupied by Washington as his head-quarters.

On the same road, a mile from Cambridge, is Mount Auburn cemetery. The Americans make much of their burial-grounds. They lay out extensive plots of land in beautiful situations, as cities of the dead. Mount Auburn is one of the most beautiful of these, but at nearly every city one is recommended to pay a visit to the cemetery. As may be expected, some eccentricities in laying out the grounds, and in the design of the monuments, are noticeable. Epitaph hunters might largely add to their stock of singular inscriptions. Curious epitaphs are generally called *quaint;* perhaps *snobbish* is the best term for most of those which attract attention in Transatlantic burial-grounds. Many people buy a circular plot of ground, which will last many generations of families, and contain many monuments. These monuments generally take the form of pillars. Not unfrequently advantage is taken of undulations in the ground to excavate a sepulchre, give it a good face and gateway, and place the coffins inside, as in vaults.

Of Boston it only remains to say that in it and in all New England towns little, if any, of the disorder, mob rule, and disregard to law, which characterize so large a portion of the Union is known. The state laws are respected, municipal government is firm, and persons and property are as safe from molestation as in Great Britain. Unfortunately recent events show that in times of civil war the

angry passions of men generally most disposed to order will find rude vent, and this has been practically illustrated by the tarring and feathering of obnoxious editors who sympathize with secessionists. These and similar scenes of violence are, as all history shows, the natural concomitants of war. Let us hope that better counsels will soon prevail, that north and south will agree to differ, and that moral forces only will be brought to bear where now Enfield rifle and Dahlgren gun are supposed to be the best arbitrators.

CHAPTER IV.

NEW YORK AND THE HUDSON.

New York is called the Empire City, a title which, though high-sounding, is well deserved, as it is by far the most populous, the most commercial, and the wealthiest city of the Union. It is very easy to finds one's way about the new part of the town, from the great regularity of the streets and avenues, but the older part, which was built when the Dutch were in possession, is much more intricate. This quarter is for the most part used for the purposes of business.

Broadway, of which every one has heard, is a street running through the centre of the city from north to south. Immense stores and monster hotels, of no mean architectural pretensions, are the leading features of this great thoroughfare of New York. Whatever may have been the requirements of the city in days gone by, it is now evident that before long another broad way must be constructed to relieve the present thoroughfare of the immense traffic continually traversing it, as frequently there are stoppages the same as are to be seen every day in Fleet Street or Cheapside. The omnibus system is very complete; these vehicles follow one another very closely, and their fares are moderate. The only objection is that every one who makes use of them has to pay the driver through a hole in the roof, as the proprietors grudge the expense of a conductor. Complaints have been made in the local press respecting this inconveni-

ence, and probably it will be remedied. Although the omnibus system is very complete, the cab system is quite the reverse, the vehicles which answer this purpose being somewhat similar to the old hackney carriages in use in London years ago; at the same time the prices charged are most exorbitant, the driver never demanding less than a dollar for the shortest distance. There is some talk of introducing Hansom cabs at a moderate tariff, which idea, if carried out, will prove a great boon to the New Yorkers. The shops, or stores, as they are called in America, are of immense size, and some of those in Broadway well repay a visit, more particularly those devoted to jewellery. The go-ahead system, although laughed at by conservative Englishmen, has in some cases very important results. Such things as wooden nutmegs and basswood hams are no doubt rather too much ahead, but one instance of the beneficial results of Yankee enterprise is that buildings are constantly erected which are quite fireproof, and consequently the premium paid for assurance is saved.

The fire-brigades are managed in a different manner to those in England, that is to say, the men who perform the necessary duties are not paid. They are recruited from all classes of young men, who give their services more from love of excitement than from any praiseworthy regard for the preservation of property. This plan is not found to be so good as the system in force in Great Britain, as many casualties are caused by foolhardiness and by the attempts of the men to outstrip one another in feats of daring.

The large number of emigrants that continually come from Europe to New York is an important feature, and suitable accommodation is provided for them until arrange-

ments are made for sending them westwards. Many of the emigrants are in a very poor condition when they arrive, but they are taken care of and sent many hundreds of miles off, to people the vast tracts of land beyond the Mississippi. They in many instances turn out good farmers, cultivate the land assigned to them by the Government, and become rich men, thereby adding to the prosperity and wealth of the country of their adoption.

One of the first things which strike a stranger on arriving in New York are the monster Hotels, of which there are an immense number, at high and low tariffs, and in every part of the town. Every one has heard of the Saint Nicholas which is situated on Broadway, but this has been eclipsed by the Fifth Avenue Hotel, a building of white marble, which majestically holds superiority over all its brethren. The system of Hotel management is superior to that in Europe. In England especially the impossibility of knowing what will be the amount of one's bill at the end of a week is unsatisfactory, and also the fact that when it is presented the amount is far in excess of what was expected. At the first hotels in America the charge per day is at the uniform rate of two and a half dollars, or ten shillings sterling, everything included, with the exception of wines or liquors; thus with a plan like this any one may know the amount of his bill before demanding it. One great objection to the hotels is the number of robberies which are continually taking place. One is struck by the number of suspicious looking characters always lurking about, and the knowledge that the thieves have keys with which they can unlock every door does not serve to increase one's feeling of safety. Notices are posted up on every bedroom

door to the effect that the Proprietors will not hold themselves responsible for any valuables unless deposited in the hotel safe. Most of the public buildings have bills on the walls with "Beware of Pickpockets" printed in large letters; these precautions are very necessary as the dexterity of these rogues is proverbial, and no wonder, for all the rascaldom of Europe comes over here when it finds the old haunts too warm.

The churches of New York are elegant and numerous. One of the principal of these is Trinity church, from the summit of which a fine view may be had of the city, the Hudson, Brooklyn, Staten Island, and Hoboken. The Episcopal churches do not always surpass those of other denominations in costliness and architectural display; one sees beautiful edifices erected by the Methodists, the Presbyterians, and the Baptists.

Every one has heard of Barnum's Museum, and every stranger should go to see it; though, when he has once been, he will probably never care to go again, as he will most likely be inclined to echo the general statement, that the owner of this place is a humbug. However, Barnum is very enterprising, and continually keeps the public supplied with something novel, his last importation being a nondescript, which he calls by the appropriate title of the "What is it." The appearance of this *thing*, for it is impossible to know how to designate it, is a sort of animal about three feet high, brown in colour, something like a man, and something like a monkey. It does not speak, but simply makes a peculiar noise with its mouth; it eats in the presence of the spectators, and it has a very small head, but beyond this one is perplexed to

describe it, as one leaves the building with a smaller idea than ever of *what it is*. Barnum has on the roof of his museum a bear, which can be plainly seen from Broadway; the animal is securely chained, and of course attracts the gaze of the multitude. There are many other things to be seen, such as the Albino family, and the lady with a beard, but a more lengthy description cannot be given here.

The central park is a large piece of land set apart for the purposes of walking, riding, and driving. It is outside the town, but if New York goes on increasing as it has done, the park will soon be inside. The New Yorkers flatter themselves that it will be the handsomest public park in the world, and although they are number one at braggadocio, still they are not very wide of the mark here. At present the trees and shrubs which have been planted are young, but after a few years when the ground presents a more finished appearance, the aspect of the enclosure will be most lovely.

The Bloomingdale Road is in this direction. This road is the favourite resort for the trotting horses, and on a fine day many of these extraordinary animals may be seen trying their paces up and down. The speed attained is very great, many horses doing the mile in less than three minutes, and some even in less than two and a half minutes.

The Police of New York are a very fine body of men, they are of large stature and look very efficient, but a casual observer has not the opportunity or inclination to trouble himself about this department. Suffice it to say that the men are not bothered with wearing a high hat like our own.

In all parts of America advertising is carried to a great extent. Business houses wishing to call attention to

their wares make use of extraordinary type; gentlemen in search of wives take this opportunity of making their desires know to the fair sex, and ladies in search of partners make use of this means of telling the gentlemen their minds. For instance, the following was extracted from an advertisement in the New York Herald. "MATRIMONIAL. A young lady, seventeen years of age, and possessed of a moderate fortune is desirous of opening a correspondence with some gentleman with a view to matrimony. The gentleman must not be more than twenty-five years old, and must possess a fine intellectual countenance, be of an agreeable disposition, and above all must have a love of a moustache. The young lady is compelled to adopt this mode of opening a correspondence owing to the strict surveillance under which she is placed at home." After this follows the address.

The Americans seem to have a love for the beautiful in laying out their cemeteries. Greenwood Cemetery, at Brooklyn, is one of their finest specimens; no one should leave New York without having visited it. There is a beautiful piece of water in the grounds with a fountain in the centre, and weeping willows all round.

Brooklyn is separated from New York by the East River, across which boats run every few minutes. This immense suburb is situated on Long Island. Many of the first merchants in New York reside here in country houses with gardens down to the water's edge. These look very pretty on a fine day, and may be plainly seen, when steaming through Long Island Sound.

Staten Island is at a little distance from New York, and the steamers take half an hour to ferry across. The city

looks very picturesque from the water, and a stranger obtains a better idea of its situation by this means than by any other.

New York is the great commercial centre of the Union. It is the head-quarters of all trade, and the great money market which rules the exchanges and transactions of the continent. It is the port which receives most of the immigrants to the New World. Many of these, the scum and off-scouring of European cities, unfit for the farm or the backwoods, remain to swell the pauper and the criminal population of the city. Including Brooklyn, Jersey City, and the Islands in the harbour and river, there is probably a population in New York of upwards of a million, and this is rapidly increasing. Here life has to be fought for. In early morning Broadway is crowded with men of all classes, eagerly hastening to their places of business. They all go one way, for all the trade is done in the old part of the city. There in the Exchanges goes on all day the never ceasing hubbub of contending speculators, and fortunes are made one day, to be lost the next. Speculation is pushed to a most reckless extent, all means, fair and unfair, are resorted to, to extend one's credit or sell one's goods, and the boldest and most unscrupulous win the day. New Yorkers seem to live to make money and spend it. Fortunes are not the rule, for money is seldom hoarded, but spent in the same reckless way in which it is made. There is little inducement to a man to put by money. To be thought much of, a New Yorker must be in trade. Merchants are thought more of than lawyers and medical men, while those who do nothing, be they as rich as Crœsus, are thought little of at all. If a man retire, he

retires strictly into private life, finds no vent for his energy and business habits in the way in which many men do in England, and not knowing what to do, dies of ennui, or returns again to the pursuits of trade. It is believed that this picture is not overdrawn, but that many a well-to-do New Yorker would with a sigh acknowledge the truth of it.

A most delightful excursion may be made from New York up the Hudson to Albany. This river is considered by the New Yorkers equal to the Rhine, but they are here grievously mistaken. The Hudson is a noble stream, and the banks are very finely wooded, presenting some fine landscapes, but the scenery is different to that to be met with on the Rhine, the antiquated castles and ruins to be found on the latter being of course wanting. The Hudson, or North River, is of considerable historical interest, it having been the theatre of many of the stirring events which took place in the Revolutionary War. One of the chief objects of interest on the river are the Palisades, which rise perpendicularly from the water to the height of 500 feet. They are of hard rock; those who have been to Fingal's Cave in the Island of Staffa will have some idea of the peculiarity of the formation.

The steamboats on the river are very swift, but the accommodation offered is not equal to what it was before the railway to Albany was constructed; at that time the boats had it all their own way, and their comfort and elegance were proverbial. Most of the people who travel in this direction are business men who have seen the beauties of the river many times, and who cannot afford to waste the extra hours necessary to accomplish the distance by water; moreover the trains run very fast on this line.

The steamers, however, travel at the rate of from seventeen to eighteen miles an hour, and for those who love scenery, this mode of going up the river is far preferable.

At a distance of fifty-two miles from New York one arrives at West Point, at which place there is a military academy for the purpose of training those who intend entering the army, and a most complete system of tuition is here carried out, and the West Point Cadets generally prove to be first rate officers. The scenery is very pretty here. On landing one may see the buildings which are devoted to the education of the Cadets. There is a large piece of land in front of the buildings, where practice is sometimes made in gunnery. A little higher up the river the town of Newburgh, numbering 12,000 inhabitants, is reached. This town was formerly the site of one of Washington's head-quarters. The places demanding a notice on the river are very numerous, but they would take up too much room to enumerate. As one proceeds on one's way the noble peaks and ranges of the Catskill Mountains come in view, and form another object of interest to be seen from the deck of the steamboat. Proceeding on, in time the vessel reaches its destination, which is Albany, and here the traveller may rest for the night, previous to returning the following day to New York.

Albany is the capital of the State of New York. A trading post was established here by the Dutch as far back as 1614. In 1623 Fort Orange was built where the town now stands, and it was not till 1664, when the settlement fell into the hands of the British, that the name Albany was given to it. Its present population is about 70,000. It is a quiet town, the inhabitants retaining many of the

customs and characteristics of its Dutch founders, from whom many of them are descended. Washington Irving's amusing tales throw a good deal of light on the early history and legends of the settlement. There are few public buildings of any architectural pretensions in Albany. Among those worthy of notice on this score are the Capitol, where the State Legislature meets, and the Catholic Cathedral. There are many Romanists in the United States, chiefly German and Irish emigrants. The priests try hard to keep them in the bosom of the "Infallible Church," but as moral power is the only one that can be used, many who would be examples of true piety in Europe relapse in America into heresy and infidelity. That, at least, is the priest's view of the case.

Albany is a great entrepôt between the corn-producing Western states and the Eastern ports, especially in winter, when the navigation of the St. Lawrence is closed. The Erie Canal connects the Hudson with the chain of lakes above Niagara, and the Champlain Canal with Lake Ontario and the Upper St. Lawrence.

CHAPTER V.

PHILADELPHIA.

The city of brotherly love is second in the Union only to New York, in extent and population. Its history is probably as well known as that of any other important city in America. Most people are aware that it is the chief city of the state of Pennsylvania, so called after its founder William Penn, the quaker. A large number of the friends settled here in 1682, and Philadelphia has always borne the soubriquet of the "Quaker City," though it bears at present but few indications of the religious faith of its founders. Its central position gave it at the outbreak of the revolutionary war great importance. In its State House was drawn up and signed the Declaration of Independence, and for years it was the head-quarters of the Republican government, Congress continuing to assemble here till 1797. The State House is a very fine building, and is surmounted by a tall cupola, whence may be obtained a fine view of the city, and of the Delaware and Schuylkill rivers.

All cities and towns in America strike the traveller by the regularity and rectangular disposition of the streets. Again, these streets are commonly numbered in all but the most ancient parts of the towns. Thus, in the lower part of New York, the streets are named, and are not straighter than those in an English city, while in the modern built portion, the streets are chalked out with mathematical

precision, and beginning at the south are numbered right up to Harlem river, the northern boundary of the city. Many of these streets do not yet exist, but the whole island on which New York is situated, has been surveyed, and when the increasing population requires new streets, these streets must be laid out in accordance with the plan mapped out by the municipal authorities. This system has been most fully developed in Philadelphia. Some of the old names, taken chiefly from trees or shrubs, still remain, and the couplet is still quoted:

Chestnut, Walnut, Spruce and Pine,
Cedar, Sassafras and Vine.

Other of the streets are similarly named, but the majority are numbered. The main street is Chestnut, which runs east and west. All the streets which enter this at right angles are numbered, commencing at the Delaware, and are known as North or South First, and so on, according as they are north or south of Chestnut street. Small intermediate streets are *named*. This plan of street organization is still further carried out in the numbering of the houses. In Chestnut street, for instance, the numbering begins at the Delaware, the odd numbers on one side, even numbers on the other. Passing First Street, No. 101 is commenced, and this without any reference to whether there are 100 houses in the first portion of the street. Thus, if the stranger wishes to go to No. 1240 Chestnut or any parallel street, he knows that that house must be situated between Twelfth and Thirteenth Streets. He will also know on which side of the street the house is. This principle is carried out in the small back streets, so that in going up the town, one

finds streets with the houses numbered, say from eleven to thirteen hundred. Some people laugh at all this, and attribute this numbering to the poverty of invention on the part of the Americans. This has, doubtless, something to do with it, but there can be no question, that the system is a great convenience to those who are not thoroughly acquainted with a city. A glance at the map is sufficient, and the visitor confidently directs his steps to his destination, without having at every hundred yards to hesitate as to which street he should turn up, or to ask his way of people who think they know it, but give in answer most perplexing directions, often misleading those whom they intend to assist.

Many of the streets in Philadelphia are very wide, and have commodious markets running through the centre. These are all life and activity in the early morning, but as the day gets on, housekeepers have provided for the requirements of the day's consumption, the stall-keepers have sold their stores of fish, flesh, fowl, and vegetables, and these wide streets are left to desolation in the afternoon.

Most of the United States currency is coined in the Mint at Philadelphia. There are three or four branch establishments, but the dies come invariably from the chief mint in this city. The process of coining has little in it that is peculiar to America. In one part of the building is a museum, containing various ancient and modern coins. Among the modern, are specimens of the currency of all countries. The museum also contains ores from various parts of the world, chiefly from the United States, and some ingenious machines which have been invented to facilitate the process of coining.

The great sight in Philadelphia is the Girard College, founded by a French merchant, Stephen Girard, for the education, clothing and apprenticing of poor, white male orphans, who are admitted according to priority of application, exceptions being made, first in favour of boys born in Philadelphia, then in other parts of Pennsylvania, then in the city of New York, and then in the city of New Orleans. Mr. Girard left two millions of dollars, a large portion of which the trustees have thought fit to lay out on the buildings, but there yet remain ample funds to fulfil the founder's intentions on behalf of 400 boys. There are seven buildings, one of which is very handsome. It is built of marble, and is surrounded by marble columns of the Corinthian order, declared by an English architect to be loftier than any others, ancient or modern. The proportions are very fine, and one wonders at such an outlay for an orphan school. But where men have money at their disposal, they are apt to prefer the *dulce* to the *utile*, as the former attracts more attention. Accordingly, the trustees sent a committee to Europe to inspect and report on various public buildings of ancient and modern date. The design chosen was on the model of some Grecian temple. In one of the rooms are kept relics of Mr. Girard; his library, furniture, clothes; and in the hall is a statue in marble of him. By his will, no clergymen of any denomination are allowed to enter the college, but some have got in by wearing non-clerical garments. Religion is not proscribed, prayers being read and service conducted by laymen. The grounds belonging to the college comprise about forty-five acres, affording ample means for the recreation and physical education of the boys.

Near the College is the State Penitentiary, a prison which has served as a model for many others, both in Europe and America. A wall thirty feet high encloses ten acres of ground. In the centre of this enclosure is a round house, from which radiate, as spokes from the axle of a wheel, five or six long corridors, in which are the cells. The system is strictly solitary and separate. The prisoners have abundance of air, a small court to each cell to walk about in, books to read, and plenty of occupation, working at some trade that is taught them by the warders. This way of making prisoners useful is carried to a great extent in America, in some cases going far to render the prisons self-supporting. There is no chapel in this prison, but ministers preach in the corridors, the prisoners remaining in their cells, the outer doors of which are slightly opened, so as to catch the sound.

In Philadelphia are educated a large proportion of American medical practitioners, and many eminent physicians, surgeons, and medical authors reside in the city, adding to the already great repute of its medical schools and colleges. The Pennsylvania Hospital, also, affords admirable teaching in clinical medicine and surgery, and contains moreover an anatomical museum, and a good library. There are two medical publishing houses in the city and several medical journals, some of which are highly thought of by English medical men. The profession in the United States is worthy the confidence and esteem of its followers in England. Go, where we will, in the civilized world, one finds those who practise the noble art of preventing and healing disease much the same. Differences in climate and country, and race may have much to do with the

different phases of character in various countries, but medical men are always found denying themselves, investigating science, preferring honour to gain. The minister of religion may in one country have to do with superstitious, in another with sceptical people, the lawyer may here find litigious, there peaceable clients; but the medical man has always to do with the *patient*, the suffering one. While the minister and the lawyer have to do with men, the physician has to grapple with disease. This gives him a fixity of purpose, and the very fact that he is constantly endeavouring to give relief, keeps his heart open and his memory green. It is not intended here to draw a comparison with the minister of the *gospel*, but with the minister of *religion*, who may be for the illustration, a Roman Catholic, a Greek Catholic, a Jewish Rabbi, or a Socinian.

The Pennsylvania Central Railroad brings a great many people to Philadelphia. It runs right through the state from east to west, and is connected with all the great western railways. About fourteen miles above Harrisburg, it crosses the Susquehanna River, at its junction with the Juniata, by the right bank of which it runs for some distance. Harrisburg is the capital of the State, but noted for nothing else. In many of the states the capital is a second or third rate town. Thus Albany is the capital of New York, Annapolis of Maryland, Columbus of Ohio. About 100 miles from Harrisburg the railway reaches the Alleghany Mountains, which it crosses by a series of zigzags, working its way up to a height of 2,200 feet above the level of the sea, and passing through a tunnel 3,612 feet long. The western terminus of the railroad is Pittsburg, a

large manufacturing city on the Ohio river, at the confluence of the Alleghany and Monongahela. It has been called the Birmingham of America. It is situated in a district extremely rich in mineral wealth, and draws from the immediate neighbourhood a plentiful supply of coal. Much of this is of that kind known as cannel coal. It yields an immense quantity of mineral oil, which for cheapness, clearness and brilliancy of light, excels all others.

Pennsylvania is known as the Keystone State. This name was given to it when there were but the original thirteen states. A reference to the map will show how its geographical position gives aptness to the simile. This has given it great political importance, and the vote of Pennsylvania has always been looked to with interest, as affording an indication of the feeling of the Union. Its north-west corner is washed by Lake Erie, which alone separates it from Canada, its northern boundary is the energetic state of New York, on the east is New Jersey, a very conservative state, on the south are the slave states, Delaware, Maryland and Virginia, while on the west is the pushing, thriving state of Ohio. Pennsylvania has thus, politically, an eminently central position, it is thus unavoidably the theatre of conflicting interests. As might be expected, its weight has generally gone with the Northern Democratic party. In this its policy was faithfully reflected by the late President of the United States, Mr. Buchanan, a citizen of Pennsylvania.

CHAPTER VI.

WASHINGTON.

The most direct route to Washington from Philadelphia is by way of Baltimore. This town is considered one of the most rowdy places in the States, and it proves a sort of thorn in the flesh to the Federal government at the present time. Baltimore is the capital of Maryland, and represents a state which is only kept in the Union by the presence of a most formidable number of troops. The title of the "Monumental City" has been applied to this handsome town, and the visitor cannot fail to be struck with the architectural taste displayed in the public buildings which adorn and embellish it. The population numbers upwards of 200,000.

From being a large centre of commerce, Baltimore commands considerable attention. Singular, indeed, was its aspect at the commencement of the present outbreak, the hitherto busy streets being quite quiet, and a sort of melancholy death-like silence pervading every thing and every body. It was here that the Massachusetts 6th Regiment was attached by the mob, and three of the soldiers killed. This circumstance created immense sensation in Boston, and the funeral cortège which followed the bodies to the grave in that city on the 1st of May, did not serve to allay the irritable feeling.

On proceeding to Washington by rail one soon arrives at

the Relay House, situated at a distance of nine miles from Baltimore. Before the time of railways, this house was a stopping-place for resting, or changing horses. The large number of people who live about here, having southern sympathies, necessitates troops being stationed at various parts all along the line of rail to guard against any attempt being made to break up the communications with Washington; and from the quantity of camps, and squads of soldiers in the vicinity, one cannot fail to be painfully struck with the reality of war.

The site of Washington was selected by the great man whose name it bears, and shows that the general must have had an eye to the beautiful. Its position could not for picturesque effect well be surpassed, built as it is in the midst of most lovely scenery, with a noble stream running in close contiguity. The town has been, ever since the fall of Fort Sumter, a vast military camp, and the rat tat tat of the drum is heard from morning till night. The public buildings are many, and elegant, and first among these must be mentioned the Capitol. This building is not yet finished, and during the great struggle completion is lost sight of. It is to have a dome on the top, and pictures already show it in its intended form. It is of great size, but for architectural beauty is not remarkable. The danger in which Washington stood in April brought down several thousands of troops, and from the want of accommodation the Capitol was made use of, and an immense quantity of men took up their quarters there. The mosaic stonework with which the various passages are paved, was covered with volunteers, some asleep, and some eating and drinking, or otherwise passing the time. The desks and chairs, intended for the

various members of Congress, were made use of by the men; and from the dirty state of some of them, one could see that the appearance of these articles of furniture was far from being improved. Such sights as a soldier cleaning his boots in the speaker's chair, in the Senate House, were not at all uncommon; in fact, one of the estimates for renovating the building and putting it into a fit state for the 4th of July, the day when Congress reassembles, was as high as a quarter of a million of dollars.

The Washington monument is an object worthy of interest, intended as it is to be in memory of that great general, statesman, and patriot. It is of white marble, and if finished would prove a handsome structure, but it is more than probable that funds sufficient will never be obtained, it being built from the casual donations of the people. The erection of the monument is stopped during the war, and although the idea of raising it was a good one, still if it cannot be finished it should never have been commenced.

The White House here claims notice, from its being the residence of the President. Only a portion of it is open to the inspection of strangers, and this has in it nothing very worthy of special observation. The garden surrounding the house is laid out tastefully, but the whole building, taken in comparison with the Palaces of the regal dignities of the Old World, is very inferior; democratic ideas would no doubt be violated by any appearance of European State etiquette. The White House is as its name implies, white, but is not built like the Capitol, of white marble, but of freestone, painted white.

The Patent Office is an object of particular interest, as it contains models of the innumerable patents taken out by

the enterprising Yankees for the improvement of every article of manufacture. The number of specimens here is so great that one tires long before seeing all. The different improvements with regard to that wonderful invention, the sewing machine, are very large. Ladies' crinolines also play a conspicuous part.

The Smithsonian Institution ranks high in the scientific world. It was founded by an Englishman of the name of Smithson, for the "increase and diffusion of knowledge among men," and considerable difficulty was experienced in determining how this idea could be best carried out. Long discussions were entered into, and the result is a building which contains objects of interest to every one, and a very valuable museum. Professor Henry is secretary of the institution, and under his good management the intentions of the deceased Smithson are ably furthered. A sort of depôt is here established, by means of which societies in Europe can send the result of their researches, to be forwarded to kindred societies on the American continent, and vice versâ. There are, consequently, at all times large quantities of packing cases here awaiting their removal to their respective destinations. Information is also gathered on scientific questions from all parts of the world, collated, condensed, put into shape, and re-sent in the shape of "Reports" wherever it is likely to be turned to account.

The Navy Yard at Washington, in time of war, proves very interesting. Any one may walk all over it. On the 24th of May of this year, the remains of Colonel Ellsworth were laid here, covered with the Stars and Stripes, and bouquets of flowers. The whole city wore an aspect of mourning, and black cloth was hung from the various buildings in token

of respect. On one of the houses was the following inscription:

"We mourn our loss."

"Though lost to sight
To memory dear."

It will no doubt be remembered that on the Federal troops taking possession of Alexandria, Colonel Ellsworth, who was in command of the celebrated Fire Zouaves, entered the house of an hotel keeper of the name of Jackson, followed by two or three of his men, to pull down a Secession flag he saw floating from the roof. Ellsworth succeeded in removing the flag, but as he descended the staircase Jackson shot him dead, but the murderer did not long survive his victim, as one of the Colonel's men sent a bullet through his head. The newspapers were very bitter about this affair, as the deceased officer was considered one of the most promising men in the Federal army. He was only twenty-three years of age, and was a personal friend of the President. If all accounts are true, Jackson must be indeed a villain, as it is said that on the death of John Brown, he cut off with his clasp knife a piece of the unfortunate man's ear, and put it into a bottle of spirits to show to any customers who might patronise his bar.

Lord Lyons is Her Majesty's representative at Washington, and at these critical times he finds plenty of work. He meets with abuse at the hands of the American press but does the duties his country has imposed upon him well. He is a very gentlemanly man. On entering the British Legation where he is engaged during the day one is struck

by the appearance at the door of an English flunkey in livery, such a sight being a rare one in this "free and independent country."

When Washington was in danger the New York Seventh Regiment was the first to come to the rescue, and the inhabitants at sight of it breathed more freely. Great confidence is felt in this magnificent volunteer regiment, having as it has, the credit of being the best drilled in the world. The officers comprising the Prince of Wales' suite on his tour in America, said they had never seen anything like the precision with which the men went through the various manœuvres. Some of the newspapers are rather fond of crying them down, as nearly all the members are connected with the best families in New York, and there was a report current that every man had a champagne cellar underneath his tent, but such petty sayings go for nothing, and may be valued for what they are worth. On the 23rd of May new colours were presented to this regiment by 117 ladies of New York, and this crack corps presented a very fine appearance on its parade ground. The President and his wife drove up to view the ceremony, which was a very pretty one. The band played extremely well. Music seems to be in a backward state in America, and one does not hear that which is of a high order. The band attached to this body of men is composed for the most part of Germans, hence its efficiency. It may be that Brother Jonathan has not sufficient time to give to such trivialities, the stern realities of life demanding his chief attention, but certain it is that the public taste is not yet educated to the classical music now in vogue in the old country. On the evening of the presentation of colours

to the New York Seventh it received an order to hold itself in readiness to march, and the men were in high glee, as they now expected what they had long had in view, namely, a brush with the enemy.

The Potomac is a very beautiful river, and at Washington its width is very great. The town of Alexandria is situated on it, at about five miles from Washington. During the time of its being in the hands of the Confederates the Secession flag might be seen quite plainly with the aid of a glass. The river at this part is very wide, in consequence of it making a great bend; the Long Bridge which crosses it is one mile and a quarter in length.

Virginia as seen from the north side of the river, and the heights of Arlington behind the town of Alexandria, are very picturesque, and the country all around is most beautifully wooded. In early spring the varied greenness of the foliage gives a most pretty effect; in fact, the situation of Washington, placed as it is in the centre of hills, and undulating ground, is charming.

The advance of Northern troops on to Virginia soil in the month of May was a movement which surprised the Southerners, and some of their pickets had reason to regret it, for a portion of them became prisoners, and were brought to Washington, to await the decision of their captors. There are probably by this time as many pro-Union men in the hands of the Southerners, as pro-Secession men in the hands of the Northerners, but as the Federal Government has refused to the seceded States the rights of belligerents, many a poor fellow is kept in prison, instead of being exchanged as he would wish. If the war should be a prolonged one, it is difficult to say whether this ground could

be held. One can hardly altogether associate the idea of rebels with men who can elect a president, form a government, establish a coinage, and send ministers to foreign countries.

Mr. Lincoln, the president of the Northern States, or as he would wish no doubt to call himself—the president of the United States of America, demands a few words. He is a very tall man, being six feet three or four inches high, with a sallow, haggard expression. From his appearance one would think he would be much more in his element as "rail splitter" (his original calling), than as President of this vast republic. It must be borne in mind that he does not advocate the abolition of slavery, but is merely averse to its further extension, and as far as he is personally concerned, would be contented if he could have a guarantee that it should be kept south of a certain line.

At this point it is as well to make some remarks with regard to secession. The various arguments brought forward by the contending parties shall be mentioned, and any reader may judge for him or for herself which party has right on its side. It is pretty evident that unless one has been to America, one cannot properly discriminate as to the nicety of the questions at issue; in fact, if one has been there the difficulty of forming a correct judgment is increased rather than lessened.

As the south has taken upon itself to secede from the north, and consequently to open the ball; in the first place their side shall be considered, and their arguments stated; after that the Northeners shall have their due.

The Confederates say they only wish to govern themselves. They simply stand where their Revolutionary fathers

stood in 1776. They stand upon that great fundamental principle announced on the 4th of July 1776, and incorporated in the Declaration of Independence—that great principle that announced that the government derive their just powers from the consent of the governed.

They say that after the establishment of this great principle, and its acknowledgement by Great Britain, in the treaty of 1783, when each separate state was recognized as independent, they were not recognized by the mother country as a nationality, but the independence of each Colony or State was recognised by itself.

They say that after the Revolutionary war the various States entered into a constitutional compact to make common cause for the purpose of achieving individual and separate sovereign existence. They say that they have always considered that the agreement entered into by the several States, was an agreement which strengthened them to repel foreign foes, and that at best it was nothing more than a partnership, where the partners finding they cannot get on together should amicably separate.

The Northern side is as follows:

They say that nearly every President who has been elected has been a man with pro-southern sympathies, and consequently the South has had its own way, and now that they find they can no longer have it, they claim to themselves the right of still having their own way by breaking up the hitherto happy Union and forming a Confederacy of their own.

They say that the constitutional compact made, is binding, and that no State has the power to secede, and that if this principle is once admitted, New York itself might leave the

Union. They say that the whole thing from the beginning has been one vast robbery, the greatest traitor being Mr. Floyd, formerly secretary for war, and that for years the Southerners from having accomplices in power have been enabled to take arms and other stores belonging to the Federal government and transport them to arsenals and storehouses on their own ground.

It must not for one moment be supposed that these arguments embody anything like all that might be brought forward, and a lengthy discussion would probably be uninteresting, and would certainly take up a great deal of room. The government of each separate State and its relation to the Federal government, also the question where the powers of the individual state end, and where the powers of the Federal Union begin, are questions involving such nice points, that a man, not thoroughly versed in American politics, cannot form an unbiassed opinion. May we in England be merely spectators, and follow out what Lord Russell said, namely, that as yet we are not mixed up with the quarrel, and for God's sake let us keep out of it!

Were one to visit Washington for nothing else, one ought to pass through it in one's pilgrimage to Mount Vernon. All must venerate the memory of that great and good man, George Washington, and every traveller in the United States should not fail, if possible, to spend a few hours on the ground which Washington so loved to tread, and in the house which he inhabited. Its owner, collaterally descended from Washington, is reported to have been slain in an encounter with the Federal troops. Pity that he should act in a way so contrary to the spirit of the "Deliverer of his country."

Mount Vernon is about sixteen miles below Washington, on the river Potomac. The run down by steamer on a fine day is very pleasant. The river is wide and its banks beautiful, their loveliness increasing as mile after mile is passed. The house and grounds of Mount Vernon gave one the idea three years ago of an encumbered estate, of want of cash, but some pride in the owner. This is by no means to be regretted, for the ancient house, the dilapidated tomb, the old fashioned garden, and the uncultivated grounds carried one back to the time when the "Father of his country" loved to retire from the cares of public life to the repose of his sylvan home. The following is from a journal kept in 1858 :

"From the landing-stage a pathway covered with rotting planks leads to the tomb. A plain brick building much in want of repair is the sepulchre. At one end is a large iron grating to permit one to see inside. In the interior are two tombs, one of Washington, one of his wife. They are both very plain sarcophagi. That of Washington was presented in 1837 by a marble mason of Philadelphia. Hard by are four obelisks, monuments to various members of the Washington family. Turning from the tomb, the pathway —the same old, rotten-plank-be-covered pathway—is continued till the spot where Washington's remains were first deposited is reached. An empty artificial cavern is all that is to be seen. Continuing our way, every now and then getting a beautiful view of the Potomac, we arrive at the house, which bears a very dilapidated appearance. In the hall are several engravings that belonged to Washington, and in a glass case is a key of the Bastille given to him by La Fayette."

Everything has an air of desolation, but in this there is a certain propriety. Since the above was written, Mount Vernon has become the property of the nation, and steps have been taken to keep the place in a state worthy the veneration of which Washington's memory is held by all true Americans. Alas! whose property is it now? Let us hope that, whether possessed by North or South, those who do own it will consider it a sacred trust and treat it as the common property of the descendants of those who, commanded and directed by that hero of heroes, successfully fought for the liberties of their country.

CHAPTER VII.

BORDER STATES.

The slavery question has from the first been a bone of contention in the United States. When their independence was recognised, in nearly all the thirteen slavery existed, and it was only abolished in any of them because it did not pay. Humanity had little to do with it. At that time Great Britain thought it perfectly right to have slave-holding colonies, and when the United States obtained their independence they could hardly be expected to set an example to the mother country. Few doubted the propriety of slavery. In the North free labour soon beat out of the field slave labour, and the tide of slavery gradually seceded south, till at length in 1830-1, the Legislature of Virginia took seriously into consideration the question of emancipation. For some time the Virginians calmly discussed the pros and cons. Nobody then dreamt of talking of slavery as a "Divine Institution," and its warmest advocates defended it on the ground of its expediency. Abolitionists, however, began to clamour, the emancipation of the negroes in our West India colonies presented to the planters a monopoly of the growth of sugar and cotton, and the golden opportunity was lost. From that time the chains of the slave have been yearly more firmly riveted, the demands of the slave-holders have become more arrogant, their apology for the wrong has changed into a defence of the right, the

North has submitted to Fugitive Slave Laws, Dred Scott decisions, and the like, until the Southerners thought they were going to carry everything before them, and in their disappointment and vexation at the election of Lincoln, seceded from the Union.

No slave states have been so interested—I will not say in the maintenance, but—in the discussion of slavery as those known as the Border States. These are Delaware, Maryland, Virginia, Kentucky, and Missouri. In these states whites can with ease work in the fields, and slaves are, perhaps, regarded more as property than as being the only suitable tillers of the ground. Thousands of negroes are sold every year to the dealers for the southern market, where the cotton plantations can absorb any number of hands. Little cotton is grown in the Border States, their principal staple articles being cereals, tobacco, flax and hemp; but still the briskest trade, and that which the whites fancy is the most profitable, is the traffic in slaves. Richmond especially is the great auction mart, and in that city may any day be seen knocked down to the highest bidder human chattels—black slaves, white slaves, slaves of every intermediate hue, men slaves, women slaves, girl slaves, boy slaves, mothers with infants, and mothers without infants, slaves that have been well treated, and slaves who bear the marks of cruel scourgings. But what matter? Is not the curse upon the descendants of Ham? do not ministers of religion even own slaves? have slaves feelings? does a slave mother care more to be separated from her infant than the cow from her calf? With such like impious arguments and assertions is this body and soul destroying system justified. A drop of negro blood is sufficient to keep these helpless ones in servitude,

and many a slave is whiter than his master. So much for the "Ham" theory. It is just another case of *might* being *right*. Thirty years ago Virginia apologized for slavery; since then Texas and New Mexico have been conquered from Mexico. An increased demand for slaves sprung up, the Border States no longer found their property hanging on their hands, but discovered an easy way of turning it to profit; and now families are separated, the human animal is carefully bred and reared, and all the year round the accursed traffic goes on. It must in justice be said of many owners that nothing but necessity will drive them to part with their slaves. Among people of *ton* it is not considered to be the thing, and slaves are sold only as a last resource to raise money, or because they have a habit of running away. Happily, notwithstanding the Fugitive Slave Law (to the passing of which the world owes 'Uncle Tom's Cabin'), and the many hindrances, slaves are constantly evading the vigilance of their masters, and escape into the Northern States. Here they are only comparatively safe, and with the help of sympathizing friends, make their way to Canada. The abolitionists near the border are constantly on the look-out to aid any fugitives who escape, and spite of all the extreme precautions taken, many slaves living near the line of separation manage to get away. When a slave fails in this, and is returned to his master, he is generally sold South, as he would be sure to try and run off again, in which he would be much helped by the knowledge gained in the previous attempt. From the cotton plantations escapes are rare: the distance to be travelled is great, no coloured person, bond or free, can go about without a pass, and, as a chief obstacle, the slaves are extremely ignorant.

They are taught nothing, not even to read, and in most states severe penalties attend the giving any slave instruction. Of course some degree of knowledge is sure to be gained somehow, but many slaves are quite ignorant of there being a land of freedom anywhere. This is just what the planters desire. Let a slave not know of the possibility of bettering his condition, and he will, of course, remain quiet. Occasionally an owner takes a fancy to manumit some favourite slave, or he may be conscious of the sin of holding in bondage his fellow creatures; but he is hindered in his humane intentions by the barbarous law which compels every liberated slave at once to leave the state in which he has lived all his days, in which are his friends and kindred, perhaps his wife; in which he may, if he be an intelligent man, have made a good business, and be doing well as a carpenter, blacksmith, or at some other handicraft. Emancipation is thus by no means in all cases desired. Poetry and fancy may say a good deal about "breathing freedom's air," but it is a serious thing to leave wife, family, and means of existence. *Means of existence* requires a little explanation. From the dislike that most men of standing have to sell their slaves, it frequently happens, especially in the Border States, that a man will have more negroes than he can well use. This is especially applicable to professional men, who can use their slaves as domestic servants only. To turn their unprofitable "property" to account, it is customary to hire their slaves out as servants to hotel-keepers, or, in fact, to anyone who is in want of servants. Another plan, frequently adopted, is to teach a slave some trade, and to let him follow this trade, retaining for himself all his earnings, except a fixed weekly or monthly sum, to be paid

to his owner. In this way many slaves make money enough to purchase their freedom, and if the above-mentioned obstacles do not stand in their way, they pay the money down, and off they go.

There is no doubt that many slaves are as happy as other mortals. It is no use comparing a thoroughly ignorant man with one who has received some education. Most negroes have kind masters, good shelter, warm clothing, and plenty to eat. Many a Dorsetshire labourer is far worse off. While a free man may starve and suffer, and nobody be the worse except himself, a slave is at least as valuable as a horse, and it is the interest of his owner to take care of him. This argument is not one in justification of slavery, but it is meant to deprecate the idea that total and immediate abolition is a duty.

An important aspect of slavery is its baneful effect upon the whites. In the Slave States poor whites will not condescend to put themselves in competition with slaves, and, unless driven to it by extreme want, refuse to labour with their hands. There is thus a large class of needy loafers, dependent upon the charity of the planters, and, in return, ready in any way, *per fas aut nefas*, to uphold for their benefactors the "Divine institution." The presence of a large number of idle men, and the almost total absence of intelligent, skilled artisans, are great drawbacks to the prosperity of the South. In the first place, these men consume without producing; in the second place, the work which they might do has to be done in the North, thus enriching the Free at the expense of the Slave States. This seems obvious enough to the impartial observer; but the Southerners are so blinded by prejudice and passion, that

they will not and cannot see that slavery does not "pay." That is the simple fact; it enriches individuals, but impoverishes the body politic. The difference between the North and the South in material prosperity is easily seen. Where are the railways, where the thriving towns, where the manufactures, where the population? A glance at the map is sufficient to show that where the North is going ahead at steam rate, the progress of the South may more aptly be compared to the old canal barge. Figures show still better the vast superiority of the North in money, men, and resources. At the commencement of the century the rateable value of property in the South exceeded that of the North; now it is far behind. All this is due to the existence of slavery, which curses both white and black. It acts as a clog upon all work, as a chain upon all enterprise, and in both ways the sin brings its own retribution.

Nor must one omit to mention the evil effect slavery has upon the morals of both black and white. This cannot be more than alluded to; but where masters have irresponsible power, and slaves scarcely know the difference between right and wrong, uncurbed cruelty and licentiousness are sure to result. For slaves there is no marriage law, but their owners may, and frequently do, put them in this respect on the footing of cattle.

A word respecting the value of slaves, which, like that of horses, varies considerably according to the soundness, the sex, the disposition, the age, the applicability of the human animal. Thus, a good-looking, well brought up mulatto or quadroon girl will fetch from 2000 dollars upwards, if she happen to take the fancy of some libertine. Skilled mechanics, intelligent men, qualified to act as overseers, fetch

from 1500 to 2000 dollars; young and sound farm or plantation hands are worth about 1200 dollars. With regard to women, domestic servants are worth more than others, dressmakers and laundresses still more; while the value of all depends much upon their age, and the chances of their having many children, which are always the property of the owner of the mother. This was about the value of slaves three years ago. The tendency has been upwards till the outbreak of the civil war, which has much depreciated this kind of property, and will do so still more. It is to be hoped that in the end the *slave* will be worth nothing, the *freeman* much. A point is here touched on, about which much has been said and written. It is said that were the negroes to be freed, they would not work. In some degree this is very true; the effect of emancipation in Jamaica shows this to be the case. But that the black man can and will work without compulsion is conclusively proved by the industry of the free negroes in the Northern States and in Canada. Still there can be no doubt that freedom would produce in the majority of the brutalised, ignorant plantation hands such a revulsion of feeling, that it would be long before they would again take to regular labour. This is to be expected; history and human nature demonstrate it.

To leave this subject, and refer to that which is more pleasant, is a grateful task. Virginia, from its antiquity, its names of renown, its present importance, its population, may well claim pre-eminence among the Border States. This, the earliest of England's transatlantic colonies, was founded by Sir Walter Raleigh, who loyally named it in honour of his queen. The first settlement was Jamestown,

on an island in the James River, thirty-two miles above its entrance into Chesapeake Bay. Nothing remains of it but the ruins of its ancient brick church, and a few tombstones. Its site is the property of one of the wealthiest gentlemen in Virginia, who finds it the most profitable of his farms. The James River is a noble and beautiful stream. Its banks found early settlers, many of the descendants of whom still live there in the old ancestral homes, looking for all the world (difference of climate causing some variety) just like the Elizabethan mansions so prized in England. Those who live in them and are settled on those noble estates, to which the river forms a common highway, are known as "F. F. V."s (First Families in Virginia), and in this democratic country they are very proud of the distinction. There are F. F. V.s in other parts of the state, of course, and many a Kentuckian whose ancestor, perhaps, came over when the Stuarts were kings, and settled in the older state, lays claim to the title. The hospitality of Virginian gentlemen is proverbial. In 1858 the writer of this chapter landed from a steamboat at the pier of a gentleman's estate, with his portmanteau, hat-box, and carpet-bag. The Virginian had not before heard of the stranger, yet, without even reading the letter of introduction, welcomed him, and entertained him four days. In Virginia, people do not wait to be invited, but go with bag and baggage when it suits them to their friends' houses, and remain as long as they please.

Virginia is rich in natural beauties and resources, but the existence of slavery deprives the settlers of much of the advantage of the latter. The Alleghany Mountains run right through the state, dividing it in two, the western

portion being much smaller than the eastern. The scenery of these mountains is extremely beautiful: they are not bleak, but covered with forests, in which roam wild animals, from the bear to the deer, and in which lurk snakes of all sizes, harmless and venomous. There is but little population in this part of the state. Towns are situated at distances from each other of from sixty to one hundred miles, and a coach travels between them about three times a-week. The roads are very rough, and try very much the heavy, lumbering stages, and cause severe shakings to the passengers. In summer there is a great influx of visitors to these mountains, as they are full of sulphur springs. Probably few but invalids seek them, the discomforts of travelling being so great, and little, but having no choice, could drive an invalid to brave the, to him, agonies of the journey. There are few sheep and cattle in the mountains, and the inhabitants live chiefly on ham. One of the first things the health-seeking invalid is told by his medical man is, that he must eat fresh meat. To get this, great effort is required on the part of the hotel proprietors, and the country is scoured for miles round for fresh provisions.

In this part of Virginia, just to the west of the Alleghanies, is Charleston, a thriving town of 1500 inhabitants. Here the famous Captain John Brown, leader of that hopeless attempt at Harper's Ferry in 1859, was executed. This part of the state is not, however, remarkable for its devotion to slavery. Charleston is on the river Kanawha, and every one knows that a remarkable Unionist feeling has shown itself, and that it has been projected to make of the Kanawha valley and country north of it, a separate state, to be attached to the Federal portion of the Union.

Before leaving Virginia, one must not omit to mention the celebrated Natural Bridge. There are several natural bridges in America, but that of Virginia is the best known and the most worthy of a visit. This is formed by a stratum of rock being left by nature, over a deep chasm. At the bottom of this chasm flows a little stream, more than 200 feet below the bridge. The rent in the rocky ground is 90 feet wide. This is, therefore, the length of the bridge. Its width is 60 feet, and its depth or thickness is from 45 feet in the middle of the arch to 60 feet at the abutments. The bridge is almost a perfect ellipsis, and its own symmetry, aided by the beauty of the surrounding scenery, strikes one with wonder, awe, and delight.

To the west of Virginia is Kentucky, one of the finest and most fertile of the States. It was originally part of its elder sister, and was not colonized till the latter end of last century, up to which time it was in undisputed possession of the Indians, who bravely fought for their hunting-grounds. It was admitted to the Union in 1792. Kentucky can boast of some of the tallest and best built men in America. These descendants of the brave and enterprising founders of the colony are worthy the reputation of their fathers, and Kentuckians are still noted for their activity, their courage, and their being crack rifle shots. Among the natural wonders of the state is the Mammoth Cave, a full description of which is given in a separate chapter.

A few words are due to Missouri, a large and promising state, now ravaged by internecine war. It is to be hoped that the war will result in freeing this fine state, the climate of which is well adapted for whites, from the curse of slavery. It should always have been a free state; but it

was here that the Southern party began that series of aggressions which roused the North, and have at length brought about the present state of things. Missouri has a climate similar to that of Italy, and abounds in those types of plenty, corn, oil, and wine. Its chief city is St. Louis, but for anything to be said about that, the reader is referred to the chapter on "Western Cities."

In conclusion, these Border States have had least of the advantages of slavery, and are now receiving more than their share of the horrors attendant on a war caused by the "institution." Africans are certainly more adapted for the cotton field than white men, but where wheat is the principal produce of the earth, white labour is much more efficient. In this way, then, from the inability of the owners in the Border States to use their slaves profitably, they have suffered; while they have suffered again from the comparative facility with which the slaves can escape, and they are now enduring all the privations attendant upon their country being made the battlefield of the opposing parties.

CHAPTER VIII.

THE MAMMOTH CAVE.

The Mammoth Cave. These words may probably sound strangely on some people's ears; a sort of indefinite notion may exist in the minds of many that they have heard or read something of this cave. Probably some indistinct recollection may occur to those accustomed to walk about London of having seen men with boards, on which was announced some lecture, some panorama, or some description of this extraordinary place. Some may have imagined it a myth, or some sort of dreamy idea, so far away from the haunts of civilization that it was not worthy the notice of sensible men. After all, hitherto, the States of America form a portion of the globe which excites little interest, and little attention in the thoughts of Englishmen and women, and the ignorance displayed as to the geographical position of towns, and many other subjects, is deplorable. What is this Mammoth Cave? in what part of the world is it? what is to be seen there? and a variety of similar questions may be asked, and it is the privilege of comparatively few to be able to throw any light on the subject, or to give any satisfactory explanation of one of Nature's most curious freaks.

That the Mammoth Cave is a reality, that it is within the range of civilized humanity, that it is as the Americans would say a "great fact" is indisputable, and this chapter shall, if possible, give some slight notion of its wonders.

Slight, indeed, must be the notion, for this cave is one of those places which must be seen to be appreciated, and one of those places which it would be impossible to be disappointed with, however one's feelings and imagination might have been worked up previously. The Falls of Niagara every one has heard of, and it would be thought an insult to doubt one's knowledge of the existence and of the position of this wonderful cataract, but the Mammoth Cave for its remarkable character is by no means inferior; then why, one may ask, is it not more generally known, why has it not been more generally explored? The answer is that, for Englishmen, for Americans, for Canadians, it is out of the beaten line of travel, and that if one wishes to see it, a special journey must be made to get to it. When its wonderful charms get to be more generally known and appreciated, and when greater facilities are offered, every one will of course go, but at present the number of Englishmen who have visited the cave is very small.

But to proceed, the Mammoth Cave is situated in Kentucky, in the midst of a wild, picturesque, and most romantic country; in fact, a portion of the country, which is very deservedly celebrated for its fertile soil, and for the luxuriance of its vegetation. Kentucky is one of the finest states in the Union; the men brought up here are a fine race. To go to the cave one has to travel from the town of Louisville by the Louisville and Nashville railway to a station, called Cave City. This station is at a distance of nine and a half miles from the cave. The road is through forest for the most part of the way, and is very beautiful. The population is very small just here, and the woods present the same aspect as when the Indians were the only inhabitants of the dis-

trict. Wild deer are found, also wild turkeys in abundance, and many other animals of less note.

The State of Kentucky is said to be full of caves, and although the Mammoth is the only one well known to those at a distance, there are several others of considerable proportions. Among them may be mentioned—White's Cave, the Oceola Cave, the Hundred Dome Cave, the Diamond Cave.

It is thought that possibly at some future date a connection between all these wonderful subterranean passages will be found, and that the whole will form one vast cavern, into the recesses of which delighted travellers will venture.

The Mammoth Cave Hotel is about two or three hundred yards from the entrance of the cave. It is a very good house, and has accommodated during the season as many as 500 persons at one time.

Night and day are the same with regard to the interior of the Cave, it being pitch dark at all times. No noise has ever been heard except that occasioned by visitors, and from the dripping of water in some parts. The living things to be found inside are very few, and have never been known to make the slightest sound. There are lizards, bats, crickets, white cat fish and crawfish in Echo River, and an animal which resembles a rat, but having a head like a rabbit, and which has never been seen in the open air; the footsteps of this animal may be seen occasionally in the dust. In the Cave there are an immense quantity of avenues which have never been explored, and which it is thought might lead somewhere, and thus make the place greater in extent than it is supposed to be, but parties who have made up their minds to investigate thoroughly have

always returned to daylight after the absence of a few days, not being able to endure their underground imprisonment any longer. There are two routes to be followed, the Short Route, and the Long Route. The Short Route takes from four to five hours, the Long from eight to ten, this latter being eighteen miles to the extreme end and back. There is at all seasons of the year an equable temperature of fifty-nine degrees, thus in summer it is a cool place to enter, and in winter a warm one. In summer there is always a strong wind coming out of the mouth, and in winter a strong wind going in; this necessitates care on the part of visitors that their lamps may not be extinguished. The discovery of the Mammoth Cave is very recent, being as late as the year 1802, but there is very good reason to believe that it must have been known ere this to the Indians. When first discovered two mummies were found, one of an Indian woman the other of an Indian child.

The guides to the Cave (for it is literally impossible to do without a guide) are Mat and Nick, coloured men, and Sank a white man. Mat is the oldest and most experienced, and a first rate fellow in every way; he is not black, but a sort of brown or copper colour, and wears a shaggy moustache and beard. With his smock frock, his snuff-coloured trousers, and his slouched hat he looks quite a picture. Mat and Nick are brothers. It is estimated that the former has travelled upwards of fifty thousand miles in this wonderful cavern. Immediately after breakfast is the best time to commence one's explorations, and accompanied by those visitors who happen to be at the hotel, and with a guide in advance, a person may commence the journey. Ladies frequently walk the whole distance,

but the uniform temperature of the air prevents a feeling of exhaustion, and thus a greater amount of bodily exercise may be endured. It is on making one's exit from the cave that fatigue is felt, that is to say, on coming in contact with the external air.

Each pedestrian carries an oil lamp, and all walk in single file, with the guide at their head. Mat, Nick, or Sank, whichever it may be, carries on his arm a basket containing dinner (as one does not get out before tea time), and in his pocket a quantity of blue lights, with which he at times lights up the most striking and interesting portions. These lights send a lurid glare over the prominent objects, and give a very curious effect.

One of the principal objects of interest is a portion of the Cave where at one time consumptive patients were brought to live. Some doctor had conceived the idea that great benefit would result from the absence of changes in the temperature of the air; accordingly several poor creatures entered, and were placed on beds in small rooms built for the purpose, but bad in the place of good effects were found to be the result. One poor creature stopped there several months. The patients were taken out emaciated, pale, haggard, and in a much worse condition than when they entered. A medical man used to visit them every day to watch progress, and a black servant went in several times in the day to take medicine and food.

The difficulty of finding one's way is very great, and without a guide one would be lost; occasionally people are foolish enough to wander away from the rest of the party, and on these occasions when discovered again they are generally found to be in a great state of fear, with the per-

spiration streaming down them. As many as seventy visitors have been known to enter at one time, and on such occasions it is the habit of the guide to count over his protégés every now and then to see that none are missing. The guides always keep a large stock of oil in the Cave, for if this important article were to run short, it is probable that they would not be able to find their way back again, and the consequences might very likely be the falling down one of the many chasms or pits contained inside.

Gorin's Dome and the Mammoth Dome are very interesting objects, the distance from the ground to the roof being very great. The Star Chamber is probably the most wonderful thing to be seen, as by placing the lights in a certain position, from the curious formation of the ceiling an exact representation is seen of the stars, and could any one be brought in without knowing it, the delusion must be complete. Echo River is a wide stream which has to be crossed in a boat in order to advance on one's way. At times the water is so high that it is impossible to cross it, on account of its rising close to the roof; but this is very rare. Fat Man's Misery is a narrow, tortuous passage, through which it is very difficult to progress, but it is said no man has ever been known to fail in getting through; probably a man of very large dimensions would not be willing to attempt the journey. At the end of this passage is a large chamber with a very characteristic title, namely Great Relief. The Snowball Chamber is a part of the cave celebrated for its beautiful formations. On the roof are collected a large number of these stalactites which very closely resemble what the place takes its name from. But the numerous places of interest are very large; the

more prominent of these are Giant's Coffin, Bottomless Pit, Rocky Mountains, Infernal Regions, and the Maelstrom, to describe which would require a small volume. But to have any idea of the wonderful Mammoth Cave every one must see it for himself, and until then he cannot appreciate its beauties. The following is extracted from Appleton's 'Handbook of American Travel,' having reference to the Mammoth Cave. "Nowhere is the air in the slightest degree impure. So free is the cave from reptiles of every kind, that St. Patrick might be supposed to have exerted his fabled annihilating power in its favour. Combustion is everywhere perfect. No decomposition is met with. The waters of the springs and rivers of the cave are habitually fresh and pure. The temperature is equable at all seasons at 59° Fahrenheit. Thus no one need, through any apprehension, deny himself the novel delight of a ramble along the 226 avenues, under the forty-seven domes, by the eight cataracts, the twenty-three pits, and the 'thousand and one' marvellous scenes and objects of this magnificent and most matchless Cave."

CHAPTER IX.

WESTERN CITIES.

The marvellous and rapid growth, and the increasing importance of such cities as Chicago, St. Louis, Cincinnati and others less known, form quite a noticeable feature in the aspect of the United States. Thirty years ago Chicago was known only to the Indian and the trapper, and St. Louis had only 7000 inhabitants. Now, St. Louis has probably a population of 150,000, Chicago, of 200,000, and Cincinnati a still larger. These cities are, of course, the result of the settlement and opening up of new states. The western farmers and backwoodsmen must have markets where they can stow and sell their grain and timber, and these cities are simply the emporia in which is conducted the immense carrying trade between the rich and fertile West and the Atlantic sea-ports.

Cincinnati can now hardly be called a western city, it being in a state to the east of Indiana, Illinois, Missouri, and Kansas, in the same latitude. It is situated on the Ohio, and shares with Louisville—taking, however, the lion's portion,—the trade between the consuming southern states and the producing northern states, Ohio, Indiana, and Illinois. This trade is chiefly in pork, thousands of barrels of which are yearly packed to be sent to all parts of the globe. The foundation of Cincinnati is certainly pork. Warehouses are built, fortunes are made, trade is kept up—by pork. If "pork is dull" Cincinnati is dull, if "pork

is brisk," Cincinnati is so, too. Though Cincinnati is chiefly dependent on pork, it is not wholly so, a good trade being done in wine. Most people have heard of Longworth's Catawba. Much of the soil in the Border States and others in the same latitude is suitable for the culture of the vine, but the high price of labour will for the present, at all events, prevent any very large quantity of wine being manufactured.

The wine is very expensive, and could never be exported, as its price would in Europe much exceed that of its equals in quality from the banks of the Rhine or the south of France. Mr. Longworth, who introduced the culture of the vine into the United States, displayed great enterprise and went to considerable expense at the outset. He found it necessary to bring over Frenchmen who understood the business, and it has always been a matter of difficulty to teach Americans to rear the vine, and then to manufacture the wine. The most celebrated of these wines is the Sparkling Catawba, which some connoiseurs declare equal to the finest Champagne.

All western cities are much alike and when one has seen Cincinnati, one has a good idea of the others. Louisville, the chief city of Kentucky is just a smaller Cincinnati. It is on the left bank of the Ohio, 133 miles below Cincinnati. In one of the suburbs is an Artesian well, bored by the proprietors of a paper mill to a depth of upwards of 2000 feet, when they struck a mineral spring, the water of which is strongly impregnated with sulphur. It is highly recommended for its medicinal properties, and thousands of bottles are annually packed off to various parts of the Union.

The rapid growth of Chicago exceeds that of any other first class city in the United States. This is due to its admirable position on Lake Michigan, which makes it the natural emporium of the extreme north-west states and territories, all the produce of which comes through Chicago, whence it is forwarded by rail or ship to the eastern states or even to Europe. Vessels come direct from Chicago by Lakes Michigan, Huron, Erie and Ontario, and the river St. Lawrence to the Atlantic Ocean, which they traverse, carrying their cargo of grain to Liverpool. This may give one some idea of the wonderful facilities for transport offered by the lakes and rivers of North America, for Chicago is by water some 1500 miles from Quebec. The substantial importance of Chicago is evident to the traveller, for there is not a city in America which gives such evident signs of its material prosperity. The principal railway station—called *depôt* in America—is a model worthy the attention of both cis- and trans-atlantic railways directors. Most depôts in America are little better than sheds, while in England the opposite extreme is too often run into. That at Chicago is all that it should be—solid, substantial, commodious, and well-adapted to its purpose. One has also only to notice the handsome City Hall, the fine hotels, the wide and well-paved streets, the magnificent warehouses, the elegant private residences, to be convinced that the prosperity of Chicago is real and not mere varnish. Of course, all is not on this scale. The city, which but thirty years ago, was only a rude settlement, still retains many of the little wooden tenements, built when it was just rising into note. It is curious to see in the finest streets, interspersed here and there among handsome, lofty stone and

brick-buildings, a little, low-roomed, two-storeyed shanty. All these will eventually come down, as the municipal authorities appear to be up to the mark, and intend that in all outward respects Chicago shall do credit to its inhabitants.

St. Louis comes under the distinction of being one of the great Western Cities. It is situated on the Mississippi in the state of Missouri and in common with all the other western towns has among its inhabitants a vast quantity of Germans. The hotel accommodation in this rising city is inferior, but will in a little time be probably very good, as two monster buildings are in the course of erection, and when finished will doubtless offer extra attractions to the weary traveller. St. Louis is a sort of starting place where preparations are made for exploration on to the boundless prairies. Originally the place was settled as being a convenient trading station for the trappers, and the town forms an important centre of commerce for all descriptions of goods. The site of the town was chosen by a Frenchman, of the name of Laclède in the year 1764, but the French did not hold it long, as it was taken possession of in 1768 by Spanish troops, whose government kept it until 1804, when they transferred the town to the United States under whose dominion it has ever since remained. The city lies on the right bank of the river and forms a connection between the eastern states and California; it is also the place from which those who are sufficiently adventurous journey to the Rocky Mountains.

The immense quantity of steamers on the levée cannot fail to strike a stranger. At this point, the Mississippi is very wide, and travellers from the east have to cross the

river in a large steam ferry, when coming from the train, in order to reach the town. There is a railway extending west from St. Louis rather more than one hundred miles, but beyond this those who desire to travel have to make use of waggons or some such primitive makeshift.

A noticeable feature in all Western Cities is the German element. Thousands of Germans leave their fatherland and their paternal government, and find a home in the United States. They are found in numbers in Pennsylvania, Western Virginia, and Texas, but they especially predominate in Cincinnati, Louisville, and St. Louis. One hears German spoken in the streets, the public proclamations are printed in German as well as in English; there are German newspapers, German theatres, German colonies, and many a little fair-haired brat shows, especially when contrasted with the native American infant, unmistakable signs of Teutonic origin. These Germans are generally quiet, hard-working people, and give little trouble. They bring over many of their old-country customs, which occasionally become "institutions" in America; as, for example, the lager beer, which is largely drunk by them, and is making its way in the estimation of Americans, who, as a rule, drink whisky, or some other equally reprehensible spirit.

Irish and English are also found in great numbers in the West. The Irish do not leave in the Emerald Isle their love of noise and riot, and, it must be added, their good qualities of hard work and good humour. They take a great part in politics, and the Irish votes are not a little important to candidates for any office, federal or state. Both they and the Germans form a large proportion of the United States army, and we now hear of whole regiments

of both being raised in the various northern states to fight for the Union against the rebellious South.

The states, by the produce of which these great cities are supported, have a glorious destiny before them. Their soil is marvellously productive, and is tilled by some of the hardiest of America's sons, native and adopted. Millions of acres of land have never felt the plough-share, thousands of miles of forest scarcely know the axe, the climate is admirable: everything invites the settler. It must be said that the settler responds to the invitation. The population of the West is rapidly increasing, but there is room for millions more. Canada attracts a certain proportion of these millions, but can scarcely successfully compete with the milder climate and the more easily cultivated soil of the prairies. Doubtless political considerations have great weight in determining Irish and Germans to prefer democratic America to that portion of it which remains subject to the British crown. Prairie land, too, is preferable to forest; trees have to be cut down, and it takes a long time in this way to clear a farm, while a prairie is set on fire, and the soil is then ready for cultivation. These prairies are immense grass-grown plains, extending in some cases to hundreds of square miles. Vast tracts of land in Illinois, Missouri and Iowa, are prairie land, the monotony of these miles of undulating grass being somewhat compensated for by their very immensity. A large prairie reminds one of the ocean. Far as the eye can reach there is nothing but grass, grass, which, undulating with the gentle breeze, reminds one of the ever-shifting wave, and is only relieved by a few groups of trees which may answer for ships. The settler's first care is to burn a good clear space round his log hut.

Woe betide him, his family and his goods, if he neglect this precaution! Fires are of constant occurrence, and when the flame has once fairly got hold of the long, dry grass, the rapidity of its travel with the wind exceeds that of the fleetest runner, and nothing will arrest its course but a broad tract destitute of cultivation.

CHAPTER X.

THE UPPER MISSISSIPPI.

The Upper Mississippi may be said to begin at the great western city of St. Louis, and if a traveller can possibly manage to get the necessary time to ascend as far north as St. Anthony's Falls, he will find the trip a most delightful and an inexpensive one. The first thing to be mentioned is the line of steamboats which ply on this magnificent river. They are very fast, travelling at the rate of from fifteen to sixteen miles an hour, both day and night, and very comfortable. The food is not of the first quality, but those who are too much inclined to quarrel on every occasion with their bread and butter, should not travel, at any rate in these regions.

The Lower Mississippi should by rights have been called the Missouri, as the latter is the principal stream, the former being the tributary. The junction of the two rivers takes place at a few miles above St. Louis. Below this the water is muddy; this is caused by the muddy bottom of the Missouri; but on passing above the junction one finds clear water, tinged with a sort of brownish hue, caused by the roots and branches of trees through which it passes. The banks of the Mississippi are nearly all the way up beautifully wooded, numbers of trees growing out of the water. There are no barren tracts of land here, or prairies, but nature has bountifully given a most fertile country, and

one which only requires the hand of man to turn to proper account.

In this region there is no lack of timber, and it is sometimes worth a man's while to purchase a piece of ground merely for the trees which are on it. Immense rafts may be seen floating with the tide down the Mississippi, with large cargoes of wood for the more thickly populated Middle and Southern States, or for shipment. The finest scenery is above Dubuque, a town of some importance nearly 500 miles above St Louis; not that one is unable to appreciate the lower portion, but the beauty is enhanced on advancing farther and farther from civilization.

Sunday on board the steamers does not vary from the other days; there is no service, and nothing to indicate any difference in the day.

At a distance of about 220 miles from St. Louis, the boat passes Nauvoo, a place celebrated as being the original settling place of the Mormons. As far as can be seen from the river it appears to be a flourishing little town. In the distance are to be seen the ruins of a temple, which belonged to the Mormons, but which they burnt to prevent it falling into the hands of the inhabitants. The townspeople forcibly expelled them from the place, and it was then they migrated to the Great Salt Lake, which is situated beyond the Rocky Mountains. At this out-of-the-way place they vegetate unmolested, as no one is likely to disturb them in such a remote region.

The towns, seen every now and then on the river, give a favourable idea of the prosperity of the surrounding country. Ten or fifteen years back not a house was to be met with here, the Indians being in undisputed possession; but the

navigation of the river has had the effect of establishing important towns, and forests which were prolific in wild animals, now yield to the encroaching footsteps of man. The Indians come to the Mississippi for the purposes of fishing, and occasionally wigwams are to be seen on the banks; but it is found that all efforts to civilize these denizens of the forest are fruitless, and that when the white man advances the red man retires. If on travelling in America one expects to see native Indians such as are described in books, great disappointment will follow; the aborigines as seen in proximity to white men's domains, are a very deteriorated class, and resemble the English gipsy in look very much. A very large tract of wild and uncultivated land would have to be travelled over in order to meet with any approach to the highly coloured pictures one is accustomed to see in works by imaginative authors treating of their history or habits.

July on the Mississippi is a trying month, the heat from the sun being intense. The hour of the day best suited for enjoying the scenery on the river is the short time between sunset and darkness. At this time all nature seems to exhibit additional charms, and one object of interest to vie with another in its appearance to the spectator. A sunset on this most noble stream is a sight never to be forgotten, and certainly cannot be described, it must be left to the imagination of the reader; no painting could by any means come up to the original. At a distance of sixty miles from the destination of the boat, one passes a huge rock situated close to the water's edge. This rock is perpendicular, and rises to an immense height. At this point is perhaps the most beautiful scenery of the Mississippi. The rock goes

by the name of "The Maiden's Rock," and the following legend is told respecting it: In times gone by there was a beautiful Indian girl of the name of Winona; she was in love with a young chief, and wished to marry him, but her father would not listen to this, and insisted on her marrying a chief much older in years, and one whom she did not admire, and consequently would not have. The poor girl was determined, and the father proving stubborn, the end of it was that, as a last resource, Winona threw herself from the rock mentioned, and was dashed to pieces; hence its name. The name Winona is Indian, and is very pretty, as indeed are many of their words. Indian names generally have a meaning; for instance, Winona may be rendered "the first daughter."

The navigation of the Mississippi is attended with difficulty from the immense quantity of snags—felled trees, which being caught in the bed of the river, prove serious sources of danger. They ought to be removed, but the men at the wheel are acquainted with every one of them, whether visible or not, and avoid them accordingly. The boats here only draw about four feet of water, and therefore the danger of running aground is greatly lessened.

Travelling at great speed up the river, both by day and by night, through the most magnificent scenery, one at last reaches St. Paul, a town situated about 800 miles above St. Louis. This town abounds in stores for the sale of furs, and a large trade is carried on; the Indians and half breeds bringing in their skins about July. The trappers receive but a small sum for their goods, which are bought up wholesale by the dealers, who, in their turn, prepare and send them to all parts of the world. At St. Paul hunting

parties organize expeditions, and bullock waggons may be seen preparing for their departure into the wilds. The Falls of St. Anthony are nine miles above the town. The distance may be accomplished very pleasantly in an open carriage. The Falls, as falls, would not be of sufficient importance to bring one up the river so far, as there is nothing very much in them taken in comparison with others to be seen in this wonderful country, but they form a point to be attained, beyond which one would not penetrate unless bent on exploring the wild tracts of land to the north-west, an expedition which would require much time. At a distance of five miles from St. Paul is Fort Snelling, situated at the confluence of the Minnesota and Mississippi rivers. This fort is garrisoned by a small detachment of men intended probably to keep the Indians in check in case of any disturbance. At a little distance above the junction of the Minnesota with the Mississippi is the Minnehaha Fall, a romantic little spot, which must not be passed over by those who ascend as far as this. Minnehaha is an Indian name, and means "laughing water," a term which is characteristic, but perhaps not more so with regard to this fall than with any other. This fall is probably familiar to those who have read Longfellow's Hiawatha, in which poem it is immortalized. The country in this locality is for the most part prairie. This forms a change from the forestlike character of the Mississippi, and the difference in the aspect of nature gives an additional charm and zest to one's enjoyment. A tourist may stay as long as he feels inclined in this beautiful region, and, should he have time and inclination, an excursion to the woods with the Indians would be very enjoyable. But although the absence of restraint of any kind, of etiquette, and the

conforming to the rules of society are delightful subjects to form a reverie, the unfortunate adventurer must, whether he like it or no, once more descend into the bustle and activity of crowded cities, and forget his peregrinations and wanderings, amid the cares and troubles of the world around him.

Descending the Mississippi is quicker work than ascending it, the current of course helping the boat on. At certain points on the river there are towns, from which one can take the rail eastwards, and reach any part one may desire; and now as one leaves behind this magnificent "Father of Rivers," feelings of regret and sorrow must rise uppermost in the heart of him whose good fortune it has been to make its acquaintance. The magnitude and the beauty of this noble stream are subjects which form food to a reflective mind, and the sight of this part of the globe is one calculated to enlarge the ennobling feelings of man's nature.

CHAPTER XI.

THE LAKES.

The inland lakes of North America have been of incalculable advantage in opening up the country, in facilitating transport, and in making available the resources both of the Northwestern States and of Canada. Prior to the introduction of railways they with the great rivers afforded the only means of conveying grain and heavy goods, and it is not too much to say that had the lakes not existed Upper Canada could not have been colonized. Canada is fully alive to the great advantages derivable from this unsurpassed water communication, and has gone to a great outlay in the construction of canals to make these lakes available to the utmost. The famous Welland Canal is an instance. This connects Lakes Erie and Ontario, all communication between which is otherwise impossible, the Falls and River of Niagara being in the way. Some idea may be gained of the immense water highways of this continent from the fact that, were a canal, 100 miles in length, cut from Chicago to the Mississippi, one might travel on fresh water from Quebec to New Orleans.

The great lakes are five in number: Superior, Michigan, Huron, Erie, and Ontario. The shores of the last two and of the southern portion of Michigan are well populated, while the others are being rapidly surrounded by settlements. Lake Superior is the largest body of fresh water in the

western hemisphere. Its greatest length is 420 miles, its extreme breadth is 160 miles, and it could almost submerge Ireland. Its shores are still chiefly in the possession of the Indian, the deer, and the bear, and are visited by few but the hunter and the trapper. In the summer, excursion steamers visit the lake from Chicago, and its beauties on the northern shore well repay the traveller or holiday-taker. It was in one of these excursions that the late Mr. Herbert Ingram, M.P. for Boston, lost his life, with many others, who found a watery grave.

From Lake Superior one passes by the Strait of St. Mary, sixty-three miles long, to Lake Huron. In this strait or river are the Falls of St. Mary, or Sault St. Marie. Most of this part of America belonged formerly to the French, forming part of the colony of Louisiana, which was purchased from France by the United States in 1803. The latter thus came in contact with the British government, who had a long standing dispute with the French as to the boundary of their respective possessions. All the world knows how this caused constant soreness between us and the United States, and how at length the boundary was finally settled by Lord Ashburton and Daniel Webster. It is generally believed that the English nobleman was no match for the unprincipled Yankee politician; and it has been asserted that the latter gained his point by the use of wrong maps. This may reflect upon the character of Daniel Webster, but it is no excuse for Lord Ashburton being his dupe.

This digression was suggested by the French name, Sault St. Marie. Other instances might be given. They occur throughout the Western States. On both Superior and

Michigan there is a Fond du Lac. The word *prairie* is French, and there are a Prairie du Loup and a Prairie du Chien. There are, however, few traces of French colonization, except in the State of Louisiana. Here are many descendants of the old French settlers, and many indications of their habits and customs; but in the North-west, little remains beyond a few names of places. These the Americans pronounce in a way quite disregarding their French extraction; thus Illinois becomes Illinoy, Sault becomes Soo.

Superior and Michigan are, as it were, the two head lakes, both discharging their waters at almost the same point into Lake Huron. On Huron there are few towns of much importance. In its north-east corner is Georgian Bay, at the head of which is Collingwood, not 100 miles from Toronto. A great many ships discharge their cargoes at this port, as there is a railway to Toronto, and they thus save the navigation of the river St. Clair and Lake Erie. On Michigan are the important cities of Chicago and Milwaukee. Chicago has been spoken of in the chapter on Western Cities. Milwaukee is the most populous town in Wisconsin. It was settled in 1835, and has now 40,000 inhabitants. It will probably become an important station on the Pacific Railroad, should that ever be carried out. It is on the western shore of the lake just opposite Grand Haven, from which there is a good railway all the way to Quebec. Canadians would, however, prefer that the Pacific railroad should run entirely through British territory, while there are divided counsels among the Americans, some advocating a North Pacific, some a South Pacific line, the terms *North* and *South* applying not to the ocean, but to

that portion of the United States territory, through which the line would pass.

On Lake Erie are several important towns. In the state of Ohio are Sandusky and Cleveland; in Michigan, Detroit; and in New York, Buffalo; on the Canada shore are no towns of any note. Detroit is not on the lake, but some miles from it on the river of the same name, which runs from Lake St. Clair into Lake Erie. The river St. Clair, again, connects Lake Huron with Lake St. Clair, so that Detroit may be looked upon as a lake city. Detroit was founded by the French in 1670; it is pleasantly situated and makes a good deal out of the intercontinental traffic, it being on one of the chief routes to the north-western states. Just opposite, on the other side of the river, is Windsor, in Canada, and many Americans coming through to the East, step here for the first time on soil which owes allegiance to Queen Victoria. The first intimation of the change is given by their boxes and portmanteaus being overhauled by the Custom House Officers, and many a growl do the "free and enlightened" utter at this unceremonious conduct.

Ontario, as the lowest and easternmost of the lakes, is the best known. On it are the rising Canadian cities Hamilton and Toronto, and the stationary city Kingston. Hamilton is at the head of the lakes, in a small bay. At the back of the town are high hills, sheltering it alike from the fiery Boreas of January and the gentle breeze of July. However pleasant this may be in winter, it makes the place terrifically hot in summer. The population of Hamilton is about 20,000, and is increasing.

Toronto is thirty-eight miles from Hamilton. It is by

far the largest city in Canada West, containing a population of between 50,000 and 60,000. Much importance is given to it from its being alternately with Quebec the seat of Government, and the place of meeting of the Colonial Legislature. Each in turn takes four years. At present Quebec is the seat of Government and it is not probable that Toronto will ever again see the assembled legislative wisdom of Canada, Ottawa having been fixed on as the future permanent capital of the provinces, in which town the Government and Parliament will meet as soon as the necessary public buildings are ready. This changing about has made Toronto a very dear place, for every four years there is suddenly added to the population a large number of ministers, members of parliament, Government clerks, and various officials, with their families. Landlords are loth to erect houses to be tenanted for only four years out of eight. Consequently, house accommodation is scarce, rent is high, and bread and meat are sure to sympathise. Toronto is thus for the four years scarcely a more economical place to live in than London. The town is nicely laid out; the streets are straight and wide, and the monotony of this regularity is relieved by the variety in style of the houses and by the trees which are planted in most of the streets, forming thus agreeable boulevards. The footwalks or trottoirs are wide, not paved, but planks are laid transversely upon them. This is a very common plan in America, and answers very well where the traffic of a city is not very great. Moreover, in the hot, fierce, sunlight of summer, the dull brown of the wood is not so trying to the eye as the glare reflected from the white surface of stone. Wood too, being a non-conductor of heat, is more pleasant to walk

on, as any one can imagine, who has stood still for a few seconds on a stone pavement on a hot July day. Economy of cost also enters into the minds of the municipal authorities.

Kingston, at the foot of Lake Ontario, is one of the oldest towns in Canada, and a fort was erected on its site, when the colony was in the possession of the French. It is prettily situated, but somehow or other has scarcely shared in the great advance made by other Canadian towns in trade and population.

All the lakes, but especially Erie, are occasionally subject to storms. Of course, whenever a high wind sweeps over a large expanse of water, this water is sure to be disturbed. Sometimes these storms are quite enough to prevent boats from putting off, and wave after wave may be seen dashing on the shore with terrific fury. The water is remarkably clear, and requires no filter to render it fit to drink. Consequently, of course, ice is cheap throughout Canada and the United States, and to those living on the lakes, it is no further expense than the hire of a cart and man to stow it away in the ice-house. In the large towns the ice merchant has quite a lucrative trade, and requires large warehouses to store away his stock. The lakes abound with fish, many of them peculiar to America. Some, as the black bass and the maskelongè, have a good repute for flavour.

Lakes Erie and Ontario have frequently been the scene of competition between various steamboat companies, but the former is especially noted for this and for the great size, speed, and accommodation of the boats. In England we have had railway companies taking passengers to Man-

chester and back for five shillings, but on the American rivers and lakes rivalry has sometimes proceeded to that extent, that where one company has offered to convey passengers for nothing, another has immediately outbid it by giving a breakfast into the bargain. The glories of those days have, however, departed, time is sure to compete successfully with low fares and first-rate accommodation in America, and railways have beaten, for all business purposes, steamers out of the field. Americans prefer sleepless nights in dust-beclouded cars to the elegance and comfort of the steamboat saloon and cabin, if any time is to be gained by the exchange. In England, who would not prefer the well-cushioned, easy-going, first-class railway carriage, to the most comfortable channel or German Ocean steamer of which he has any acquaintance? But in America, it is just the reverse. There the railway car is hot, dusty, and shaky. It holds, perhaps, sixty persons, and as there is no distinction of class, one does not know who one may have for companions. Some of the roads are so bad that one fears the car will be momentarily jolted off the line. In the boats on the contrary, as decribed in Chapter IV, every attention is paid to comfort, convenience, and even luxury. Thus, in some of these Lake Erie boats hot-water was laid on in every state-room. Three years ago, they were so depreciated in value through the railways that their owners sold them to some company which intended running them to San Francisco. They were 300 feet long, and it was found to be a matter of no small difficulty getting them down the rapids above Montreal, as in some parts the channel takes such abrupt turns through the rocks, that with all the skill and strength

of the steersmen, a bump or two were unavoidable. However they got through in safety, and are now probably conveying passengers on the Pacific.

With regard to railways, a few remarks may not be amiss here. They have been of incalculable advantage to America, opening up the country through forests, across prairies, where before no roads of any kind existed. In Europe railways grow out of the requirements of population, in America railways have given birth to population.

There is seldom more than one line on the railways, and the road is frequently constructed in the rudest manner. As high rates of speed are not required, these lines answer their purpose very well. In fact, money is scarce and commands a high rate of interest, the population is very thin, and in all but the Eastern States and the chief highways, it is a question between a cheap railway and no railway at all. Most railway accidents in England are due to collisions, express travelling, and excursion trains. In America, perhaps not more than four trains run each way during the day, so collisions are scarcely possible, and in the few cases in which excursion trains are sent off, they can well be timed to get clear of the regular traffic. It is not an uncommon thing for an embankment to give way, or a bridge to fall in, or a train to run off the line, but the low rate of speed goes far to neutralize accidents arising from these causes.

Where in England railway companies have to pay an enormous price for land, in America it is not unusual to give the companies a certain amount of land on each side of the line. This land, of course, immediately rises in value and the company pay themselves in this way, for as

there may be in new districts no other roads of any description, settlers are only too glad to farm that land, the produce of which can be so readily sent to a good market.

Wood is so plentiful in America that it is used both in steamboats and railway engines instead of coal. An immense quantity is consumed, and fresh supplies have constantly to be taken in at different stations. This burning of wood has very disagreeable consequences on the railways, for the cars get full of ashes and little bits of charcoal, blackening faces and dresses and rivalling the dust in giving annoyance to passengers.

CHAPTER XII.

THE FALLS OF NIAGARA.

This, of all places the great attraction of the Continent of America, is known to everyone, everywhere. Who has not heard of the Falls, who has not read of them? But the question, who has seen them? is one which not a large number on this side of the Atlantic can answer in the affirmative. All those who can spare the time and the money should go and see for themselves, and with the probable benefit derived from the sea voyage, and the many objects of interest to visit in America they would not be dissatisfied with their trip. The idea, that the huge volume of water is continually in motion, that at any time of the day or night that one looks, at all seasons, it is always moving, is very grand. The icy coldness of winter has no power to impede the force of this mighty cataract, but huge icicles are formed in the less turbulent parts, while the great volume of water still continues to pour over the rocks with its deep rumbling noise.

The Falls of Niagara are on a river of the same name, which forms a connecting link between lakes Erie and Ontario, and divides a portion of the State of New York on its western boundary from Canada. Goat Island is an island which divides the river into two portions, thereby causing two cataracts, one of which is known as the American, the other as the Canadian Fall. The Canadian, for volume of water is very superior to the American; it also

goes by the name of the Horse Shoe Fall, and is the one which commands the greater amount of attention.

To reach Niagara from New York is a journey of a little more than 400 miles, but which can be easily accomplished by rail in a short space of time. From Quebec also one may easily find one's way to the Falls, either by the Grand Trunk Railway as far as Toronto, and then by boat across the Lake, or the entire distance may be most pleasantly traversed in one of the excellent steamboats which ply on the St. Lawrence river.

The Falls of Niagara are about fourteen miles from the village of Niagara, which is situated on Lake Ontario, and as the traveller approaches the shore in the steamboat, he may plainly see the spray from the Falls at this distance.

Like all other places of world-wide renown and of public resort the charges made for everything are very high. The hotels are conducted on the American plan of two and a half dollars a day, so that not much increase in expense is found in this item, but the price asked for drives in open carriages and flys is very large, and the immense quantity of turnpikes one has to pass through is almost fabulous, so that in making a bargain the payment of the driver is not the only charge to be taken into account.

As the visitor approaches the Falls, and more particularly the English visitor, strange feelings come over him at the idea of realizing by ocular demonstration the fact which he has heard of and known for so long; he fancies within himself what the first glance will disclose, and conjures up in his mind whether he will be disappointed as many people are at first appearance of the water, some exclaiming "Why, is that all?" But although numbers after travelling long

distances are prone to make this remark, there are few who will not retract on a closer acquaintance. It is necessary that the Falls should be seen from various points of view before an opinion is given, and it is often observed that they ought to be visited two or three times before one can sufficiently realize the full grandeur of this mighty torrent, of ninety millions of tons of water pouring over, each consecutive hour.

The Falls may be seen either from the American or the Canadian side; the Americans would very likely say they could be seen to better advantage on their side, and the Canadians would make the same remark with regard to theirs, but there is little doubt that the Canadian is of the two, preferable. On the American side are two first-rate hotels, namely, the International Hotel, and the Cataract House; the Canadian side is represented by the Clifton House, which is in every way also first-rate. The best places from which to view the Falls are from boats on the Niagara River, from Goat Island, or from Table Rock. At Table Rock one has perhaps as fine a view as any. Up to the summer of the present year there has been a little steamer of the name of The Maid of the Mist, from which visitors might obtain a beautiful view, but the proprietors finding they could sell her to advantage, took her through the Whirlpool (a place a little way down the river) at considerable risk (in fact no vessel has been known to do it before), and so this feature has accordingly been done away with.

To go underneath the huge volume of water is a feat which many people think they must do, but to a sensible person the feat is a very poor one. The idea

is that the sun can be seen so beautifully reflected through the fall, but when one is dressed from head to foot in waterproof supplied for the occasion, and is conscious of water to the extent of about three or four ordinary shower baths being poured down on to one's head, and into one's eyes, the appreciation of this little adventure is rather speculative than real. As there is supposed to be a little danger, there are plenty of people anxious to do it, and in return they receive if they wish a ticket to certify the same.

The extreme beauty of the Niagara Falls as seen from every point of view is something impossible to imagine until the realization is placed before one's eyes, and the magnitude of the stupendous cataract is one which only becomes fully known on close acquaintance. But Niagara has never been in a want of praises, and those who extol her, number legion. The wonders of the place and the novelty of the scene, are well calculated to inspire one with new feelings, and to increase the number of enthusiastic admirers of this wonderful revelation of nature. This mighty effort of nature has been visited by celebrities from all parts of the globe, the most recent being the Prince of Wales, Prince Alfred, Prince Napoleon, and the inimitable Blondin. On the occasion of the visit of the Prince of Wales, the Falls were illuminated, an experiment never before tried; it is said that it answered beyond expectation. It was across the Niagara river that Blondin placed his rope, and it was here that this extraordinary man came into such notoriety. The height of the American Fall is 166 feet, and the Canadian 160 feet, thus it may well be imagined that had he fallen he would have suffered for his temerity. Occasionally such accidents have occurred as

that of men being carried over the cataract, and on such occasions they have never been saved from destruction. Almost immediately after the water has descended, comparative stillness seems to supervene, but this is only on the surface, there being a very powerful under current, so that had Blondin fallen, the probability is that he would have been carried away by this. Three miles down the river is the Whirlpool, and beyond that, the water being more quiet, any vestiges of those who have been precipitated over have sometimes been found.

A mile and a half below the Falls is a beautiful Suspension Bridge which is well known to engineers, its proportions being very elegant. It connects American soil with Canadian, and is constantly traversed by railway trains. Although in England people have heard so much of the Falls of Niagara, and have such a desire to see them, it is a curious fact that there are many persons living within a very few miles who have never visited them; this is remarkable when one thinks of the wonder of the sight, but it is only another example, certainly a very remarkable one, that those who are in the vicinity of anything very wonderful do not sufficiently appreciate its beauties.

At a distance of two miles from the Clifton House Hotel is the Burning Spring, so called from the presence of a large quantity of gas which ignites on the application of a light. The water is very unpleasant to the taste, but many people drink it on account of its medicinal qualities. Above the spring is fixed a large pipe through which the gas ascends and the flame burns to a great height. The fee for exhibition is a few cents, and this being one of the sights in the locality, like everything else, must be "done."

In 1814, when Great Britain was at war with the United States, this part of the country was the theatre of a great deal of fighting, and the Canadians have many treasured traditions of daring exploits in defence of their soil. At Queenstown, a few miles from the Falls, a battle was fought, in which the British were victors, but at the cost of the death of the general commanding, Isaac Brock. A monument has been erected on the spot in his memory, but it was left for posterity to do that which was the duty of contemporaries.

CHAPTER XIII.

THE ST. LAWRENCE.

This mighty river is deservedly held in high esteem by the Canadians; it forms a connecting link with the Atlantic Ocean, which is invaluable to their commerce. Its width in its course from Lake Ontario to Quebec is very great, and vessels of very large size are enabled to ascend to the western towns. Taking into account the immense chain of lakes which it drains, its length is 2200 miles. All the water from the Falls of Niagara finds its way to the sea by means of this beautiful river. At some parts the river is as much as four miles across. The islands which are studded so thickly in its upper portion form one of the most interesting sights to be seen. They go by the name of "The Thousand Isles," and are probably known to most people by reputation. Some of them are only just large enough to appear above the surface of the water, while others are of considerable dimensions. Recently it has been found that instead of one thousand islands there are many more, the total number being probably not less than fifteen or sixteen hundred. It seems almost impossible when going down the river to see any outlet from this labyrinth, and the steering accordingly requires care. Most of the islands are covered with trees, and all of them present a most beautiful picture, and one not to be forgotten when once seen. The Americans are very fond of the trip down

the river in one of the boats that run daily; in fact no one can fail to appreciate the beauty of the scene.

The steamers which go constantly from Hamilton to Quebec are fine boats. It was in one of these (the Kingston) that the Prince of Wales travelled when visiting Canada. The journey is accomplished without fatigue, and in a short space of time, and the fares are very reasonable. The boats start at an hour which permits of the most beautiful part of the river being seen by daylight.

The St. Lawrence has many tributaries, the principal of which are the Ottawa and Saguenay. The Ottawa runs into the St. Lawrence at Montreal, and is well worthy of a visit. The scenery along its banks is very beautiful. At some considerable distance up is the town of Ottawa, which has been selected for the future seat of the colonial government. The Rideau and the Chaudière Falls are objects of interest on this river. The Saguenay forms a junction with the St. Lawrence a long way below Quebec; it is celebrated for its weary solitude, its wild and majestic grandeur, and for its presenting features not to be met with elsewhere; the channel through which the river flows would appear to have been cut through the mountains, the banks being very steep, and there being no verdure to take away from the monotony of the scene. During the summer months steamers are constantly making excursion trips up this river. It is famous for its good fishing.

The Falls of Montmorenci fall into the St. Lawrence. They are very beautiful, and well merit a visit from those who are at Quebec. The descent of the water is very precipitate. A place has been built expressly for the accommodation of strangers, and from this look-out the cataract may be seen

to great advantage. The remains of a suspension bridge are seen here, which was built in order to give people a better idea of the scene, but, from some defect, it gave way, and has never been rebuilt. Within a short walk of these falls is a most romantic spot, called the Natural Steps, a spot which could not be well excelled for its attractive and eccentric features. A description of it is scarcely possible; it must be seen to be appreciated and understood.

The Rapids form one of the great attractions of the St. Lawrence, and on account only of these many people are induced to travel by boat. The extravagant stories made up by so many writers of books with respect to these rapids, strike one as most ridiculous, it having been asserted that the danger of descending them is very great. Shortly before arriving at the rapids one sees that the captain of the vessel is rather more careful in his look-out, and the speed of the steamboat diminished. The first that are passed are the Long Sault Rapids; these are very interesting, the foam and spray dashing against the sides of the steamer, and the water bubbling up as if it were boiling. Occasionally a torrent of water may dash over the deck, and in this event the passengers, who are all on the *qui vive*, receive a splashing. The bottom of the river is very rocky, and the water shallow, thereby creating this turbulent condition. The Long Sault passed, the boat holds on its course more steadily, and soon the Côteau and the Cedar Rapids are passed, after which the La Chine, which are the principal, are reached. Shortly before reaching this spot, an Indian is taken on board to direct the course of the vessel; but this is probably an unnecessary precaution, as from daily experience the ordinary man at the wheel must

thoroughly understand his business; but very likely the office where the vessel is assured requires the employment of the Indian. It must not be supposed that this native is a representative of the highly coloured drawings seen in books, with war paint, feathers, and tomahawk; he is only a half-breed, and looks very little different from the Anglo-Saxon, the complexion being the chief distinction, from its more swarthy aspect. The steamboat passes very near to a huge rock, which is under the water, and were it to touch this, the probability is that the damage would be very serious, if not fatal; but although the boats pass through daily during the summer months, no accident has ever been known to occur; so it may well be considered that the danger to be apprehended is very slight, and the adventure, thought by some to be so wonderful, has been accomplished by thousands.

Immediately on leaving the La Chine Rapids, Montreal may be seen from the deck of the boat, and this, the first commercial city in Canada, looks very well from the water. Before reaching the landing place, the vessel has to pass under that master-piece of engineering, the Victoria Tubular Bridge, which the Prince of Wales opened in 1860. This bridge has been found to answer everyone's most sanguine expectations, and its strength has proved all-powerful to resist the immense force of the ice in the winter. No one is allowed to enter the bridge, except when travelling by rail. At the entrance two inscriptions are to be seen; one is, "Erected A.D. 1859. Contractors, Robert Stephenson, and Alexr. M. Ross, Engineers." The other, "Built by James Hodges, for Sir Samuel Morton Peto, Bart., Thomas Brassey, and Edward Ladd Betts." The length of the

entire bridge is 7000 feet. It forms a very handsome ornament to the noble St. Lawrence, which it crosses.

Montreal and Quebec are the two principal towns of Canada; both of them are situated on the St. Lawrence river, and do a considerable trade direct with Europe. Montreal is a very business-like place. There are some fine hotels in the town, and it is the most populous of any of the cities of British North America. It is situated at the base of the Royal Mountain, from which it derives its name. This mountain is very pretty, being covered with trees and suburban villas; but the inhabitants of the place evidently make more of its beauties than it really deserves. Probably the fly-drivers constitute the most interested parties in this question, as every stranger who visits the town feels himself compelled to drive round. The distant view to be obtained is however very beautiful. The streets in Montreal are narrow, and present the appearance to some extent of a French town; but it must be remembered that Montreal is in Lower Canada, where French is the language chiefly spoken, and where the descendants of the old French families delight to keep up their former conventionalities. In dress the French Canadians differ to a great extent from the people of Upper Canada,—at least among the lower classes. The language which is spoken, though called French, would puzzle a Parisian to understand. The fact is, the dialect seems to have depreciated very much from the original; thus, instead of calling a potato *pomme de terre*, they call it by the incomprehensible name of *potac*. The inhabitants of this part of Canada are noted for their cleanly habits, and for their thriftiness; they are very contented

with the form of government to which they are subject, and are very loyal to their sovereign the Queen; it would certainly be ungrateful if they were not so, as they are allowed to pursue their separate avocations with a perfect feeling of security, and have all the blessings of a free press and representative government.—Quebec deserves especial notice from its beautiful situation, and from its historical interest. It is said that the power which holds Quebec holds Canada, and this doubtless is very true, as the citadel is considered by some people to be impregnable, and it is certain that no vessel could pass up the St. Lawrence without being exposed to a terrific fire from the guns of the fortress. Lately, extra attention has been paid to the defences, and a large increase in the garrison has been made, with the addition of a battery on the highest ground, intended for an Armstrong gun, which will completely command the whole passage of the river. The approaches to the citadel are for the most part too precipitous to allow of an assault being made; but if an invading force could follow out General Wolfe's plan of sailing up the St. Lawrence at night without the knowledge of the garrison, it might then do as the English general did, namely, land, and make the attack from the rear. This could not be done if proper vigilance were exercised on the part of the defenders, and when the landing had been effected, success would be very doubtful. At the rear of the town are the Plains of Abraham, so celebrated as being the battle-ground where Wolfe defeated the French. A simple monument has been erected to the great General's memory. The stores of provisions inside the fortress are said to be very large, and the garrison would experience no difficulty with regard to a supply of water. Both Wolfe and Montcalm, who was

in command of the French troops, were killed at the battle which took place on the plains.

Quebec is surrounded on all sides by a most lovely country, there being a constant succession of mountains, hills, and river scenery, as far as the eye can reach. Quebec itself is the most interesting place in Canada, and demands a large share of attention from the traveller. Being situated on a hill, the streets are in some parts very steep, and would be inaccessible to ordinary horses, but the French Canadian pony is a most persevering animal, and with a small quantity of food and a large quantity of work he seems to thrive thoroughly. These ponies may be purchased for a small sum, and are invaluable in this part of Canada for their general usefulness. A vehicle called a "calash"—Gallicè, calèche— is used very much in Quebec; it has but two wheels, and is more suited to the hills than any other description of carriage. The inhabitants of the town are more French in their aspect and manners than those of Montreal, and nearly all the streets are called after French names. The quaintness of the houses, and, in fact, the general appearance of Quebec does not fail to strike the stranger, as from the modern appearance which towns on the American continent, as a rule present, anything to the contrary of course demands attention.

The excursions which may be made into the surrounding country are many, and more than usually interesting by the novelties which are offered to the view. Among those in the immediate neighbourhood may be mentioned the Falls of Montmorenci, the Indian village of Lorette, and Lake St. Charles. The falls of Montmorenci have already been described in a previous part of the chapter. The Indian

village of Lorette is a curious place, where specimens of native workmanship may be bought. The inhabitants of this village are a mixture of Indian and French Canadian blood, and have lost many of the characteristics which distinguished the wild men of the woods, but one thing which they have gained is a habit of cleanliness; this is certainly a step in the right direction as the natives of the soil have far from a good reputation in reference to this important desideratum. Close to the village of Lorette are the Falls of Lorette. They are very interesting and contribute an additional feature of attraction to the place. Lake St. Charles is a most charming spot, and seems well adapted for any one who might wish to lead a life of seclusion; the surrounding hills, and the beautiful lake form a very fine landscape, the numerous clumps of trees heightening the effect. The lake is very extensive, and affords good fishing. Canoes may be had for the purpose of paddling about, and the vicinage of this spot is found a most pleasurable one for picnics.

And now the description of the noble St. Lawrence may be said to be drawing to a close. One cannot leave the river without feeling that the trip has been an improving one, both bodily and mentally. The clear, pure atmosphere is invigorating, and the many attractions of the journey and of the towns along the banks teach one lessons not to be learnt by theory. The country seen on descending the river is for the most part flat, but very fertile, and admirably adapted to agricultural purposes. In winter the mouth of the St. Lawrence is blocked up with ice, which precludes communication between Quebec and the sea. On account of this the ocean steamers have to embark their

passengers and freight at Portland in the state of Maine. This is a great drawback as it makes Canada dependent on the States of America. Only during the Summer months can reinforcements be landed from England, so that in case of political difficulties this fact has to be considered.

CHAPTER XIV.

RESOURCES OF CANADA.

ENGLAND'S nearest and most flourishing colony well deserves a chapter on its adaptability for the emigrant and on its industrial features. At the same time it is not professed to exhaust the subject, but simply to give a few observations which are patent to any intelligent traveller. It is to be hoped, indeed, that the Great Exhibition of 1862 will do far more to make Canada appreciated and understood in an economical point of view than all the books which have or could be written. Canadians will have an opportunity next year of showing what their fields, forests, enterprise, and handicraft can produce, and they must not lose this way of showing the world what progress has been made during the last eleven years.

The Canadian Government does its utmost to encourage immigration, by free grants of land and by treating immigrants well. When a vessel arrives at Quebec, a Government agent is ready to give information to, and protect from extortion, those who have left Europe for a new home. Notwithstanding all this, Canada attracts few settlers as compared with the United States. The reasons are many: in the first place, popular ignorance of the advantages of Canada; in the second place, the United States undoubtedly offer a larger field for enterprise, a great inducement to those who prefer commerce to agriculture; in the

third place, there is a much greater choice of land in the Union. From Minnesota to Texas the immigrant can select his future home, while in Canada, a few miles to the north soon take him to a region where he would have to contend with that terrible enemy, intense cold in the winter, and his choice is still further restricted by the monopoly of the Hudson's Bay Company, which wherever it rules has a direct interest in keeping down the population. There is, again, in the lower classes, little attachment to the British crown, and they readily exchange a Queen for a President. Many are rather pleased to do so, some, for the sake of change, some, because they fancy they really benefit themselves politically. In Canada, however, the franchise is low, the game laws are not particularly stringent, there are no powerful, tyrannical landlords, and no oppressive capitalists. These four great grievances of the poor in Great Britain have, therefore, no place in Canada, and it would not be difficult to show, that in all that constitutes real liberty Canada is far to be preferred to the mob-governed United States.

The climate of Canada is very trying. Extreme heat in summer and extreme cold in winter are its characteristics. Snow rests on the ground for months and the glories of sleighing are enjoyed in good earnest; the thermometer falls below zero, and furs are imperative. It has been observed that the winters have lately become milder. This is attributed to the extensive cutting down of the forests which hold the snows and thus lower the temperature of the air borne across them by the wind. Of the summer it may be said that on the lakes the nights are always cool, a refreshing breeze always springing up with sunset.

The principal exports are grain and lumber, and it would be well if Canada devoted her attention to these. But the fact is, the Canadians chafe at their want of manufactures, and protective and prohibitory tariffs prevail. This is sheer madness, for where there is ample work in natural channels for the whole population, it cannot be worth while to draw industry into less productive undertakings. It is surely better to exchange good wheat for good cloth, than to leave your wheat ungrown for the sake of making bad cloth. The folly of Protection has been clearly demonstrated theoretically and experimentally, and it needs not here to recapitulate the arguments and facts, but one does deplore that in the Northern States of the Union and in Canada such suicidal ideas should prevail. The foundation of all wealth is labour, and the only question is to apply labour to the best advantage, and if Canada can readily find a market for all the wheat and lumber she can export, it cannot be worth her while to employ hands which must thus be profitably used in raising or manufacturing that which is imperfectly produced and which is not readily sold. It is the old mistake of looking upon money as constituting the riches of a country. Money is simply the medium of barter or exchange, and it cannot matter to Canada whether she makes her cloth herself, or with the hands employed in its manufacture, raises more wheat to exchange for the produce of England's looms. This is supposing she makes cloth equal to ours, and with the same facility, but then she does not, so is, therefore, by much the loser. It is to be hoped that the short-sightedness of this policy will soon give way to more enlightened principles, and that Canada's energies will be devoted to developing those

resources in which she unquestionably excels. In Canada there is no coal, and it may readily be understood how this deficiency must stand in the way of manufactures.

The richest soil and the most genial climate of the colony are in that portion of it which lies between Lake Ontario and the lower part of Lake Huron, and is bounded on the south by Lake Erie. This is the southernmost part of Canada, and here farming produces rich results. It is intersected by two railways, and ports are not far distant, thus enabling the colonist readily to dispose of his produce. There is a great deal of bad farming both in Canada and in the United States. The virgin soil gives abundant result, no attention is paid to rotation of crops or manuring; in the course of years the soil becomes quite impoverished, inferior wheat is raised, and that falls a prey to the weevil and the grasshopper. Farmers, instead of remedying this evil by *cultivation*, having got what they could out of the soil, leave their settlements, and go further west to a yet unploughed country. This is one of the chief reasons why the West has been so much opened up, and why such states as Kansas and Oregon have been of late years admitted into the Union. In these states are many settlers from New England and other Eastern States. When, however, the Pacific is reached, and the population is so increased in the West that all the territories have become states, an end must come to this, and both American and Canadian farmers will have to pay that attention to scientific culture of the soil, which has been found to be so profitable in England.

Most of the untilled land is either prairie or forest. In the former case, the settler sets fire to the grass and soon

makes a clearance; in the latter, he has to wait some time before he can bring his plough into use, for not only must the trees be cut down, but the stumps and roots removed. Even in twenty acres of land there are thousands of trees, which it takes years to remove. The timber, of course, repays cutting down, but if the settler is very poor, how is he to find in remote districts means of transport, when there may, perhaps, be between him and a market, miles of forest which the regular lumberers would take in hand first? Under these circumstances, it is not at all unusual to girdle the trees, that is, to cut away a ring of bark near the ground. The tree then gradually decays, and its removal becomes easy as compared with the labour of the hatchet. The stumps are always some of the settler's greatest enemies, and various "stump extracters" have been invented and patented by ingenious Yankee contrivers.

There is in Canada a Minister of Agriculture, who appears to be quite alive to the importance of encouraging colonists to develope the produce of the fields. It is well if his efforts, aided by many intelligent men who take an interest in the colony, succeed in drawing to Canada many who make a precarious living in Europe. A hundred acres of land on certain conditions are offered to anybody. Little capital, little knowledge, are wanted, but hard work and willing hands; and poverty may henceforth be laughed at.

Lumbering is chiefly carried on on the Ottawa and its tributaries. From Montreal to Georgian Bay, Lake Huron, there is an almost uninterrupted water communication by the Ottawa and a series of small lakes. This gives wonderful facilities for the carriage of the lumber. The trade in

this part of Canada alone, is supposed to employ upwards of 10,000 men, and over a quarter of a million of capital. When the forest trees are cut down, they are shaped square, and brought to the water, and now commence the perils and difficulties of conveyance. Many are the waterfalls to be descended, many the rocks and whirlpools to be avoided. In several places inclined planes have been constructed in the rapids or falls. The wood thus, kept in its place by the upright sides of the slides, shoots rapidly down, and arrives safely at the lower level. Millions of cubic feet of good wood have been destroyed in Canada by burning and by waste, and so great has been the clearance of the forests near the settlements that the price of lumber has in the colony almost doubled within the quarter century. The forests are, however, seemingly exhaustless, and there is no fear of the supply falling short either for home consumption or for export. But as the wood has to come a greater distance, and the demand from Europe increases, the price must go up.

The town of Ottawa demands a passing notice. It has grown up with the lumbering trade, and to this almost owes its existence. It was formerly called Bytown, after Colonel By, its founder, but, in common with other Canadian towns, has adopted the more euphonious Indian nomenclature. Thus Toronto was originally known as York. From Ottawa having been selected by the Queen as the seat of government for Canada, it is likely largely to increase in size and importance. All Canadians, except holders of property in the city, grumble at the choice, but this is probably the best proof of its wisdom. The situation of Ottawa is very central, but good railways are urgently wanted to bring it

within easy communication of the extremes of Canada. Kingston and Montreal are equally central, but then it was thought advisable not to have the capital of the colony too near the United States frontier. Ottawa is a very straggling town. In the United States, however small the town, streets are laid out and houses run up in close proximity, and several storeys high, as if the land were already of immense value. In Canada, on the contrary, towns look more as if they had grown, not sprung up like mushrooms, so that Ottawa's 12,000 inhabitants probably occupy as many acres as double or treble the number would in the States. Its situation is beautiful: it is "a city set on a hill," the river, foaming, widening, narrowing, winding, deepening, far below. There is a road down the cliff to the river, over which is a chain bridge. Just above the bridge are the Chaudière Falls, all their romance and natural loveliness taken away by the proximity of horrid mills, the proprietors of which could not lose this opportunity of turning the water power to account. The scene from Barrack Hill, in the centre of the town, is most charming, especially when a sunset is one of its features. Painters give us on canvass beautiful representations of sunset and sunrise; but if they wish to give fresh colour to their brush and fresh glow to their imagination, let them take a trip across the Atlantic, and they will see glories which in England are not approached. All inhabited Canada is several degrees south of London, which, of course, gives it its advantage in respect to its beautiful risings and settings of the sun.

In Canada, as has been said, there is no coal. None has been found, and geologists say it cannot be. This is putting science to some use. In 1858 it was stated in the

newspapers that coal had been found at Bournanville, a small town about forty miles east of Toronto. Many believed it, and said geologists were fools. The value of land went up near and in the town, and for some weeks the thing went on, when it turned out that some rascal had committed a hoax in order to get a fictitious price for his property. To the credit of the Canadians be it said, that most of them placed faith in the dictum of men of science.

On the shores of Lake Superior and in Lower Canada valuable mines of copper have been discovered. In Lower Canada also, gold has been found, but not in sufficient quantities to make it remunerative to work it. Iron abounds in the neighbourhood of Three Rivers, a town on the St. Lawrence, about half way between Montreal and Quebec, and gives employment to a large population. Limestone is found almost everywhere, and is devoted to the most varied purposes. Lately oil springs have been discovered in the western part of Upper Canada, and we hear of much capital and labour finding in them an investment. This oil is pure and clear. It gives a bright light, and does not stain one's clothes. It is also said to be the best for lubricating machinery. It is, of course, very cheap, as all one has to do is to dig a well, and an abundant supply results. Much, indeed, has been wasted, from the wells overflowing, and there being nothing handy to receive it.

Canada exports a certain number of furs, but as most of the uncolonized portion of the British possessions on the continent belong to the Hudson's Bay Company, but a small share of the profits arising from the peltry trade fall to Canada. The Hudson's Bay Company is despotic over that portion of America in which it has rights, and it exer-

cises this power to the discouragement by all means possible of colonization. It is to its interest to keep up the supply of such animals whose skins are valuable as furs, and the presence of man in all cases extirpates to a great extent these animals. Canadians naturally view this exclusion of them from much rich and fertile soil with chagrin, and have long agitated to deprive the company of its monopoly and charter.

In some Canadian towns negroes form quite an element in the population. They are generally fugitive slaves, and their white fellow-citizens view their presence with no small disfavour. Reason, however, can allege little against them, but prejudice much. There are, of course, all sorts among them, good, bad, and indifferent; educated, ignorant, and debased: yet considering their former mode of life, and the tyranny to which they have been subject, in their submission to law, and their orderly conduct, they will bear comparison with any other class of men, white or black. They are congregated chiefly west of Toronto, in such towns as Hamilton, London, Windsor. There are two reasons for this: one, the proximity of the United States frontier; another, that this portion of Canada is the most southerly, and its climate the least trying to men who have, perhaps, been born and bred in such almost tropical states as Florida or Louisiana. The provincial laws make no difference between black and white: each may obtain the franchise on the same terms, the evidence of each is alike respected in the courts of law, in all things there is an absolute public equality. This contrasts nobly with the conduct of the United States, half of which keep the man of colour in bondage, the remainder, calling themselves

Free, deny to him, with scarcely an exception, all social and political rights. These fugitives very readily take to such occupations as shaving, waiting at hotels, and anything which requires little brain work. Some of them suffer very much from the winter's cold, and from the difficulty of finding work suited to them, for as most of them are in bondage unable to read, they find themselves at a serious disadvantage, when as free men they have to compete with intelligent, educated mechanics and artisans.

CHAPTER XV.

THE CANADIANS SOCIALLY.

The consideration, in their social aspect, of the inhabitants of Canada must create attention in a thoughtful mind; in what things they resemble the English, and in what they differ are subjects of sufficient importance to engross attention. The older portion of the inhabitants in particular, cherish a great affection for the old country, and speak of it in fond terms, such as "home;" many of them were born in England, and in fact call themselves English. They have been long enough in the land of their adoption to appreciate it highly, but this does not alienate them from Britain, and British institutions; in fact, with regard to the latter, they appear to take an especial gratification in striving to keep them up as much as possible.

To the traveller coming from the United States, the difference observable between the south and the north side of the St. Lawrence is very great, a general robustness of figure being characteristic of the inhabitants to the north of the river. In Canada, one sees a very fair approximation to the rotundity to be found in the British Isles, with the same healthy-looking complexion, but the great difference between the mode and habits of living of the Americans and Canadians is quite sufficient to account for this.

The inhabitants of Upper and Lower Canada, differ materially from one another, and have very opposite ideas

on certain points, but this is not remarkable, since the Upper Canadians are for the most part descended from those who have emigrated from Great Britain, while the Lower Canadians are chiefly of French origin. Between the two there is a considerable amount of bad feeling existing, on account of the unequal representation of the various counties in parliament, each province returning the same number of members as was fixed years ago. The fact that in population, the Upper Canadians increase very much faster than the Lower, keeps up a feeling of irritation by instilling into the minds of the former the idea that they are not justly represented. The difference will no doubt increase as years roll on, and in the same ratio will doubtless increase the bad feeling now existing. Some people would wish for a split to take place, and for the two nations—for such they really are—to act independently of one another, but this would be a mishap of which the consequences might be very lamentable, as one cannot rid oneself of the idea that "Union is Strength," and that as soon as disunion should take place it would be followed by other unfortunate occurrences; for instance, in the event of such a crisis, Upper Canada would be dependent on Lower Canada for its water communication, which would be a very serious drawback, and probably very much diminish the prosperity of those people inhabiting the western towns. But it is to be hoped that the hints of "secession," which have been thrown out by some, may simply be the cavilling of a party of diminutive numerical proportions, and that such arrangements may be entered into when occasion requires as may tend to allay any causes of discord which exist.

With regard to the connection between Canada and

England, a stranger may easily see what direful results would ensue from any cause of misunderstanding between the one and the other. Several years back, a great feeling of discontent pervaded certain classes in the colony, but this may now almost be said not to exist. The feeling of discontent was not groundless, as there was room for very just complaint on account of the way in which England interfered with the rights of Canadians, but the present connection with the mother country is fraught with every description of good for the colony, while in a different state of things, the prosperity of Canada would not be so great as it now is.

The knowledge that in case of collision with hostile foes the powerful arm of England would be brought into the balance on the side of Canada, is sufficient to make the population appreciate the connection, and be very far from wishing to rid themselves of the support of the strongest country on the face of the globe. The arrogance of the Americans, and the insults contained in their papers are very often displayed to a great extent, so that the bodily presence of several thousands of British troops is a source of great security to Canada. It is not probable that the colonists could make an effectual resistance against the United States in case of war, were they left to themselves; but with a nucleus of English soldiers round which to rally, they would prove an enemy not to be subdued.

Canada is ruled by a governor-general, nominated by the British crown, and by a provincial parliament, consisting of the Legislative Council and the Legislative Assembly. The members of both houses are elected by the people, all who are £5 householders, having a vote. Thus it will be seen

that the franchise is very low, and very few are excluded from having their share in the representation of their country. Party politics run high, and the excitement at the elections is very great, creating much more noise than the same events in England. The interest shown by many people in the success of their candidate is very great, being sufficient to make numbers of gentlemen energetic in canvassing the surrounding country.

The dress of the Canadians is as much like the fashion carried out in England as they can possibly make it. One sees that fashion is occasionally followed to rather a ridiculous extent; that is to say, that peculiarities in dress are sometimes carried out to the letter, giving the impression that a person is determined to look "the right thing." Anything new which comes out in England is immediately sent to Canada, and an Englishman at once notices the appearance of the novelty.

In the United States, young men consider that to be well-dressed they should look like Englishmen, but this is not carried out by the older and more sober portion of the inhabitants, consequently the difference between the dress of Americans and Canadians is very marked, and is observable immediately on crossing the border. It is difficult to conceive the very great difference which exists between Canada and America in respect to the habits and modes of life of the people of both countries; in fact, the difference is almost as great as that seen between Englishmen and Americans. From the intimate connections of the commercial relations of all parties on the North American Continent, and from the proximity of one class of people to another, the habits of one must involuntarily have some

effect on the other. As every one knows, the tone of voice is very different between Americans and Englishmen, but it is also different between Canadians and Englishmen, the Canadians to a slight degree participating in the universal twang prevalent in the Northern States. From one's mode of speech one is soon discovered to be lately from England, whether travelling north or south of the St. Lawrence, and the occasional variations in the wording of a phrase often make known to another person the country of one's birth.

It is to be hoped that the ignorance which has been displayed to so great an extent in England with regard to the North American Continent will give place to a little more knowledge of the country. No doubt the visit of the Prince of Wales to Canada, and the present deplorable civil war, tend very much to a greater amount of attention being bestowed on affairs the other side of the Atlantic; and in time, no doubt, people in England will understand a little more concerning their cousins the other side of the ocean. Some people have actually stated their belief that all Canadians are black. Now, such an exhibition of ignorance as this is preposterous, but none the less true on that account. Many English people are quite astonished on meeting Canadians in society, that they should be dressed quite up to the latest fashions, and that their knowledge of passing events, and their acquaintance with the last opera, should be in no way inferior to that of their neighbours. It is natural that England should concern herself more about Europe than America, and also very natural that the inhabitants of America should watch with great interest the leading events in their old country. It is the height of

ambition to aspire to a visit to Europe, and fortunate indeed is that person considered who has time and money to make the trip.

The Canadians are thoroughly a people for amusement, and enjoy all kinds of recreation exceedingly. They follow out the customs of the English to a great extent, and participate freely in the games so loved in the old country. Cricket is a very favourite pastime; boating, yachting, hunting, fishing, and sleighing, command a great deal of attention. Against the All England Eleven, which went out to America, the Canadians made a very good show, although they were decidedly worsted; and with regard to the sailing qualities of their yachts, they attain a high degree of perfection. With regard to hunting and fishing, these two recreations are carried out with great ardour by those who have the time and the inclination, as the extensive backwoods, and the immense number of well-stocked rivers, enable adepts in these sports to practise their art at great advantage. Hunting parties are sometimes made up in the fall of the year, and, accompanied by one or two Indians, the lovers of adventure penetrate far into the recesses of the forests in search of deer, camping out in the open under canvass. The practice of sleighing is almost universal, and is always looked forward to with great pleasure; every one who keeps a horse has a sleigh, and the rapid rate of travel, accompanied with the tinkling of the bells, gives quite a charm to the recreation. Wrapped up in black bear skins and buffalo robes, the people go along right merrily, and thoroughly enjoy the fun; but the practice of keeping horses to enable one to enjoy this amusement is accompanied with much less expense than the keeping of these animals in

England, for with what would be called a moderate income in England, in Canada one can live in luxury. Dancing is one of those relaxations which is carried out with great spirit, people throwing more zeal into this amusement than is often observable with us; consequently the perfection attained in the art is greater. On the most trivial occasions a dance is proposed, and if only two or three friends step in to tea in the evening, gossip and small talk generally resolve themselves into a hop.

Society is on a different basis to the, in many respects, false foundation of our own country, and in these frequent gatherings a young lady is not expected, as in England, to appear on every separate occasion in a different dress; the thought does not come into the minds of the fair sex that Mrs. So and So has already seen such and such a dress the week before at an evening party given in somebody else's house. In a small town these extremes of fashion could not be carried into effect as, supposing a party of some sort every week, a very large toilette would be required, when it is considered that one meets the same set of people to a great extent at each house; moreover, the pockets of the paterfamiliases would be called upon to endure a greater tax than probably the old gentlemen would submit to. It is a very common thing for a young man to offer himself as escort to a young lady at the conclusion of one of these social gatherings, and of course on these occasions the gentlemen take care to select the objects of their greatest admiration. It may be thought by many people in England improper to allow such a practice as this, but the captious would see, if they were to visit Canada, that no baneful results follow from the free intercourse pursued. But the

usages of society are very different, and it must be borne in mind that in a small town families live for many years on terms of great intimacy, and the children of one family grow up with the children of another, and from their youth are accustomed to call one another by their Christian names. It is very extraordinary how general this usage of familiar appellation has become, but this very fact tends very much to upset one's ideas of the thought of too great an intimacy existing between all classes. In towns such as Toronto etiquette is followed to a marked degree, probably to as great an extent in some circles as in England, but this town is an exception. People do not consider, as a rule, whether it is their turn to call, but if they wish, they think nothing of calling on the same individual two or three times a week, provided they be on good terms.

The Canadian girls are very attractive, and in many cases very fascinating in their manners. They are free and easy in their deportment when in company, and exhibit very little of that reserve so often found in young ladies in England. American girls carry their freedom and easiness of manner to too great an extent, extreme boldness being the result, but this does not characterize the Canadians; they have the elegance of English girls, with more self-confidence. Quebec is more famed than any other city for its pretty girls, but every town has its share, and some exhibit most beautiful specimens of the sex. Marriage, as a rule, takes place early; young couples do not take into consideration the amount of their income, but make a resolve to live on what they have, and to be contented. Old maids are a species which does not exist to such an alarming extent as in the British Isles, and well it is that specimens are rare.

Canada is not without its volunteers for the defence of the country, and some very fine companies are to be seen at drill at stated periods in the year. The amount of drill practised is very inadequate to the amount of efficiency required in a defensive force of this nature, and many officers holding commissions have never been on parade; but in the event of war it is probable that great enthusiasm would be exhibited, and that the Canadians would prove themselves as well able to hold their own as they have always been.

In Canada there are a very large number of lawyers, and in Toronto they may be found to an almost unlimited extent. The transfer of lands so continually being carried on has a great deal to do in giving these gentry a large amount of their work. Thus, if the question is asked, "Who is that gentleman?" the answer is "A lawyer;" and "Who is that?" "Oh, he is a lawyer's clerk." In the same way every one at Quebec appears to have something to do with the Government, and to hold office in some way in one of the departments of State.

Canada is one of England's most flourishing colonies, and long may she continue to admire and love the old country as she does at present! The Canadians are a very happy people, and exhibit great contentment in the various spheres allotted to them. May the fruits of their industry long continue to keep up the good name they have so well earned!

CHAPTER XVI.

DOMESTIC LIFE IN THE STATES.

Such singular and exaggerated notions prevail in England concerning the manners and habits of Americans, that it may not be amiss further to confuse our insular ideas by a chapter embodying the views, observations, and impressions of the two authors of this little book.

Are the Americans inquisitive? Certainly, but not offensively so. Whereas curiosity in general is prompted by some motive which does not appear, an American asks personal questions purely out of habit. He is none the wiser for the answers, and would be equally satisfied if the interrogatee told him a pack of lies. Moreover he is just as ready to answer as to ask questions, and if remonstrated with, is ready to admit that his inquisitiveness is unpardonable, and that in the most good-natured way possible. It is sometimes quite amusing to observe him trying hard to pump a "stranger," who, if he be on his guard, will give wary answers. At last Jonathan's patience is exhausted, he gives up stratagem, and boldly puts his questions. A hearty laugh from the traveller reveals his knowledge of what has been passing in the mind of the Yankee, who owns he is beaten, and in a more humble tone seeks his information. As a rule, Americans are not a bit more apt to enter

into conversation with strangers than Englishmen, and the writer of this chapter travelled from Cincinnati to Chicago, a sixteen hours' ride, without being spoken to by a single fellow-passenger. The traveller will generally find that if he wish for conversation in steamboat or railway car, he must make the first advance.

Have the Americans dirty habits? No doubt about it. What other nation covers the floors of hotels, of railway cars, the decks of steamboats, with a mixture of tobacco-juice and saliva? Nearly all male Americans chew, and the consequences of this habit are disgusting in the extreme. The "loafer" is a well-known character, who may be seen any day sitting outside the hotel of a small town, working his jaws, and every now and then squirting out of his mouth the tobacco juice, which he directs with the most accurate precision at some animate or inanimate object, while, with the chair rocked up, he is busily engaged with a pocket-knife whittling at some adjacent post, or even, perhaps, the legs of the chair on which he is lolling.

Much reformation has been made in the manners of Americans of late years, but one would still gather that they are deficient in personal cleanliness. This the traveller infers from the small quantity of water and the mere apology for a towel furnished him in any small town or village he may have to sleep at. He must also, when out of the great highways and of the sphere of monster hotels, not be particular about clean sheets, and even not take it amiss if he is requested to accept a bedfellow. An Englishman's peculiarities in this respect are, however, generally considered, and, if possible, he has a room to himself. In case he has a bedfellow, he must not be

surprised if his hairbrush and even toothbrush are made use of. On the steamboats may not unfrequently be seen a dirty comb, hung up by the washbasin for general use. The tourist finds that while in large cities he has everything that the most fastidious taste requires, in remote districts he has to rough it. An American will travel with scarcely any luggage, suggesting serious doubts of his being supplied with anything like an adequate change of linen. To make up for this, the ladies take with them everywhere trunks of elephantine (excuse the seeming pun) dimensions, containing, it is to be supposed, every description of wearing apparel, but, certainly, a very extensive stock of every article of attire that is perceptible to the eye—shawls, bonnets, dresses, and embroidered petticoats. Not even at Compiègne are dresses more frequently changed than at Saratoga, the most fashionable of American watering-places. The vices and extravagances of a certain portion of American society have been well satirized by some native authors, and notably so in the 'Potiphar Papers,' which are, however, rather too coarse to be recommended for perusal.

With all this fondness for dress there is little taste. Colours, richness, and display constitute, with American ladies, the art of dressing. The French fashions are supposed to be followed, but they are always exaggerated. Steel hoops are nowhere so large as in New York, and they are worn by all classes — servant girls, shopwomen, waitresses, no less than by ladies. Women find employment in America in many occupations confined to men in England, and in printing-offices may be seen elegantly dressed and full-hooped women composing for the press. Often their

dresses get in the way, even machinery does not deter them, and lives and limbs have been sacrificed to the fashion.

A reason for this display of dress is to be found in the extent to which many American ladies live in public. In democratic America the home life, so highly prized in England, is little cared for, and many families live entirely in hotels, dining at the public table and spending their evenings in the public drawing-room, the children running all day long up and down the corridors, exposed to all the contaminating influences which must arise from coming in contact with men of all classes and reputations. One can easily picture to one's self what must be the effect of this mode of life on the mind of a married woman, who has no domestic occupations, who has no servants to look after, no dinners to order, no household arrangements. She acquires almost necessarily a love of dress and novel-reading.

With regard to female beauty, one must speak of American ladies in very high terms. Pretty girls are the rule, not the exception, but few can be considered handsome. They are generally small, have elegant figures, regular features, good eyes, lady-like deportment, but, as a set off, have bad complexions and bad teeth, and are not what we call fine girls. It will thus be readily understood that they soon fall off; they have none of those features that last, and which in England so often make us admire the matron even more than the maiden. The American belle possesses but temporary external charms. But what matter? in the States old maids are almost unknown, and the beauty lasts quite long enough to bring a husband.

American girls are lively and agreeable, perhaps some-

what too forward. They do not know what stiffness and reserve are, and in conversation do their best to make themselves pleasant. They are, in good society, well informed, have a fair stock of wit, and are good at repartee. Certainly they ought to smile, for they have pretty much their own way, and are the objects of men's adoration. In no country, perhaps, is greater attention paid to ladies than in the United States. This attention comprises all the outward politeness of the Frenchman and the real homage of the Englishman, modified, of course, by national customs and traits of character. But this feature is an honour to America; it pervades all classes of men, and this attention is extended not only to the lady, but to the weaker sex generally, always excepting the "coloured person," who is looked upon as something inferior. On the railways there are ladies' cars, on the steamboats ladies' saloons, in the hotels ladies' drawing-rooms. Ladies can and do, with safety and pleasure, travel alone in any part of the Union, and an insult offered to one would be resented in a way unpleasant to the perpetrator by any one who might be a witness. Any one travelling in America would be far better off with a lady, for he will share in the attention paid to her. He will have the *entrée* of the ladies' saloons, from which single men are rigidly excluded, and should he arrive late at night at a crowded hotel he will readily get a room, and not be, with scant civility, told to take his chance. If he wish to dine at any hour not at the regular time, permission will be readily accorded, whereas, as a single man, he would be told he must either conform to the hotel regulations as to meals, or go without. This politeness to ladies is frequently pushed to excess, and spoils them, and some

ladies will receive from a gentleman, though he may be quite a stranger to them, such attention as must put him to serious inconvenience. Now, what we value in England in ladies is their remarkable unselfishness, their regard for the feelings of others, and one must admire the sensitiveness they show of allowing a gentleman to put himself to expense or serious trouble on their account. It is doubtful whether American ladies understand much of this true refinement, this delicacy of feeling.

With regard to courtship and marriage, the traveller cannot be expected to know much. Americans differ as much as Englishmen and Scotchmen, Welshmen and Irishmen, and in various parts of the Union different customs prevail. The different States have not even the same laws, and a legal marriage in Massachusetts may not be so in Kentucky, all sorts of views being held as to marriages void and voidable. The state of the law of divorce is most lax. In one State the marriage bond cannot be severed, in another the law is similar to ours, in another "incompatibility of temper" is deemed a sufficient reason for putting asunder those whom God has joined. We hear a good deal now of States' Rights, but it would certainly seem that the laws relating to marriage should be considered and enacted by Federal and not by State authority. Sir Cresswell Cresswell rightly laid down the law, that a marriage void in England could not, because it had been contracted in a country where it was legal, be recognized in this country as such. In America it is no uncommon thing for a couple, tired of one another, but who cannot get a divorce in the State in which they live, to go into another for the purpose, and return home unfettered.

Marriages may be solemnized both in the United States and in Canada at all hours, so that our institution of breakfast, &c., is by no means generally followed. The writer was witness of a wedding in Canada at three o'clock, after which the happy couple at once started off for the Falls of Niagara. He also went to a wedding party at Richmond, in Virginia. In this case the ceremony was performed in the house of the bride's father, by a clergyman of the Episcopal Church, at half-past eight p.m. A large number of friends were present, and for three hours the *un*happy couple had to endure the stare and congratulations of the numerous guests. Such is the Virginia fashion, by no means a pleasant one for the parties principally concerned. It is not customary on these occasions to dance, out of respect to the clergyman who is present, but the interesting event affords ample topic for conversation. In the course of the evening the wedding-cake is cut up and handed round among the young ladies. In it are a wedding-ring and a silver five-cent piece; the young lady who gets the wedding-ring will be the next married, she to whose lot falls the coin will be an old maid.

Very gratifying to an Englishman is the esteem in which Americans hold our Queen. It is not too much to say that she is loved in the United States as much as in Great Britain. She is looked upon as the Queen of the Anglo-Saxon race, as the chief magistrate of the first-born of those countries in which the English tongue is spoken, and many Americans speak of her as *their* Queen. To this veneration in which Her Majesty is held is due much of the popularity of the Prince of Wales, and much of the cordial reception which he received in the United States. When one of the

authors of this volume spent an evening at a young ladies' school in New York, they paid him, his country, and his Queen, the compliment to sing our national anthem, and that with as much energy and devotion as any subject of Queen Victoria.

CHAPTER XVII.

RELIGION.

Several books have recently appeared on the aspects of religion in the United States, all, showing in more or less degree, the bias of the writer. It is more than probable that in the few remarks made on the subject in this chapter the bias of the writer will also appear. He does not apologize for it, and does not intend to attempt to avoid it; he does not mean to be impartial, and it will doubtless be plainly seen what his views are, and how he thinks that the spread and enlargement of his Saviour's kingdom is hindered or otherwise by the laws, customs, and institutions of the United States and of Canada. What can be more important than for a person to have clear views as to his future state, as to his condition after death? And as a mistake may be fatal, should he not hold his views with tenacity? Should he not, if he believe that God has taught him the way of salvation, take an active part in making this way known to those who, if they know it not, must perish, and regard with interest, with favour or with disfavour, the state of Christ's Catholic Church in all lands. The writer believes that "the blood of Jesus Christ, God's Son, cleanseth from all sin;" that "he that believeth on him is not condemned, but he that believeth not is condemned already;" that "Christ is head over all things to the church;" that He is the only

lawful authority in spiritual matters, and that He can and does take care of His kingdom without the intervention of any human power whatsoever. So much to show that this chapter will give expression to certain opinions, and the writer wishes them to have all the weight which an express avowal can give them.

Neither in Canada nor in the United States is there a State Church; Christians, real or so-called, by whatever name they are known, to whatever denomination they belong, are treated on an absolute equality. It was not always so, and many have been the bitter feuds and even persecutions arising therefrom. The Puritan Fathers who left England for conscience sake were not slow to enforce outward conformity to their religious opinions by fine, imprisonment, and the stake. The Roman Catholics in Maryland set a noble example of tolerance. This State was colonized in 1634, by a brother of Lord Baltimore, a Romanist, and in 1639 an act was passed tolerating all creeds and sects. Now, throughout the Union *toleration* is a banished word; where the law knows no difference between the various sects, nobody understands the meaning of the word *toleration* as applied to religious denominations. While there is no favoured sect, and none of the State's money is given to any Church, both Federal and State Governments recognize religion by appointing chaplains to the Houses of Legislature, to the prisons, to regiments, and to ships of war, making selections from four or five of those creeds which have most followers. This principle of selection is recognized by the English Government also, which appoints to some of Her Majesty's regiments Roman Catholic or Presbyterian chaplains. This cannot be complained of, for, however sure we

may be of our views being right, we ought not, directly or indirectly, to tax others for the dissemination or upholding of the doctrines we hold, and this would be done were chaplains to be taken exclusively from one sect.

In the United States the Methodists, Baptists, English Episcopalians, and Presbyterians, are about equally strong in numbers. The Roman Catholic Church also numbers many adherents, principally Irish and Germans. It has lost many of its followers, who, on leaving their European home and the influence of the priests, have shaken off their shackles, and from indifferent Papists have become indifferent Protestants. This is the cause of great lamentation at Rome, and much money has been spent and many efforts made to retain the "faithful" in the "bosom of the Church."

The Episcopal Church differs little, except in the matter of connection with the State, from that of England. The Union is divided into bishoprics, the bishops being elected by diocesan synods, composed of clergymen and laymen. The bishops have considerable spiritual power, having the almost uncontrolled appointment of all ministers of their Church, while the lay members have means of making their wishes known and acted upon. With a few slight alterations, such as most English Churchmen would approve of, the Liturgy remains unaltered, and the stranger would find in the service scarcely any perceptible difference. There is in America a Tractarian party, who consider themselves quite the *élite*. They have newspapers to represent their opinions, and among many ladies who have little to do it is considered the thing to take an interest in all that ecclesiastical millinery and mouth-worship to which there are so many adherents in England. This sort of thing cannot go

far, for where the ministers of religion are responsible men, and are not put in possession of livings by patrons, they cannot go very opposite to the tastes and belief of their hearers.

The Methodists are a very influential body, including several sects, some of which are widely opposed in doctrine and practice. There are the Episcopal Methodists, comprising some of the wealthiest members of the community.

The Presbyterians are, perhaps, the most numerous of any. These, again, are much divided, and some would probably regard others as scarcely orthodox. Those who know how in Great Britain many Presbyterian churches have been tainted with Socinianism, can understand this.

The Baptists are by no means the small minority they are in this country. They are better organized, and have more influence. Most negroes are Baptists, the rite of admission into the Church by immersion in water being one peculiarly adapted to their imaginative temperament, which sees much in symbols, that is to say, symbols which express a reality, and are not the unmeaning offspring of mediæval superstition. Negroes are very religious. Masters do not interfere with them in this matter, but rather encourage them, as they find it pays. It gives the poor slave something to think about, it takes his mind off his present condition, and tends to render him less discontented. Many negroes undoubtedly find real consolation in religion. So at least one is inclined to believe from what one sees and hears, and from one's knowledge, that God tempers the wind to the shorn lamb. In all cities there are churches for the exclusive use of the black population, for there are few—alas! that it should be said—white Christians in the

United States who would tolerate on an equality the presence of coloured persons in their places of worship. In the North the preachers are black, and are generally men of eloquence, sometimes of ability, but in the South a white minister must address the flock, and any allusion to the "peculiar institution" is strictly forbidden. Negroes sing very lustily, and have good voices.

No one can say that, outwardly, religion has suffered in the United States through not being supported (?) by Government. Millions of dollars are annually raised by voluntary contributions for the building of churches, the salaries of ministers, and the sending of missionaries to the heathen. New York is thronged with handsome churches, and without having the statistics one would say that the church accommodation of the Union by far exceeds that of England, and especially in the large towns, where we so lamentably fail. Every village in America has its three or four places of worship, containing room, probably, for all the population who could go to church. All people take a pride in supporting their church, and the money is easily raised. When it is wanted to build a new place of worship, a plan sometimes adopted is for a few gentlemen to guarantee the cost, build the church, and then assess the seats at a valuation sufficient to cover the outlay. A freehold right is thus acquired in the seats by the parties holding them. A further sum is then charged per annum for the current expenses of the church. This plan is not recommended, but it has the merit of being business-like, of answering its purpose, and of distributing the burden which too often in England is borne by a few zealous and self-denying members of a congregation. When the church is

ready for use and the pews for assignment, a meeting is held, and an auctioneer puts the pews up, the assessed price having to be paid in all cases, the extra sum being simply for a right of selection. This manner of opening a church is very grating to one who thinks of the sacred purpose to which the edifice is to be devoted. The sharp tones of the auctioneer's voice and the thump of his hammer, with the hum of the attendant congregation, jar painfully on the ears of one who, as a devout listener, has been accustomed only to the earnest and solemn voice of the minister, the pleading utterance in prayer of some one of God's children, or the united anthem of praise from the whole assembly.

Another proof of the vitality of religion in the United States is the amount of money raised for foreign and domestic missions. Few missionaries have been more devoted and have been more blessed in their labours than some of those that America has sent forth to preach the Gospel. The name of Judson will ever be associated with Burmah, and the labours and disinterestedness of the missionaries of Turkey and Lesser Asia have been owned by God in the bringing in the way of truth many who have been Christians in name, but who have been destitute of the Word of God, and whose religion has been a matter of tradition, pride, and strife for supremacy. The fratricidal war now raging in the United States has sadly caused the diminution of the incomes of the missionary societies, and it is to be feared that those men of God who have been long sowing and are now reaping will be withdrawn from this interesting Gospel field in the East unless English Christians, considering as brethren all who own

the name of Christ, come to the rescue with large-hearted contributions.

The unhappy question of slavery has often been a fruitful source of discord among Christians in the United States, and has been the cause of disruption in denominations, of breaking up of societies, and of disunion in individual churches. In the North there has been too much truckling to this great abomination, and the outspoken men who have unhesitatingly condemned the keeping in bondage of their fellow-creatures, and have wished to preach against it as a sin, and to refuse communion to those who persist in it, have been kept under by a time-serving majority. Thus the missionaries to the semi-civilized Choctaws have connived at slavery, and have allowed the Indian to hold in servitude the negro without protest; thus the committee of the Tract Society have rigorously refused their imprint to tracts even alluding to the vexed question. All this has caused much bitterness, for many men, looking upon slavery as a sin, the persistence in which is inconsistent with the Christian profession, refuse to leave the question alone, and avow their determination, by God's help, to make an active protest against the iniquity. The result has been dismemberment of denominations and the alienation from one another of those who on all other points are agreed. It may certainly be said that slavery is a *national* sin. Not one per cent. of the Christian ministers in the United States ever preaches against it, and not one per cent. of the hearers would tolerate their doing so. Abolitionists are but a feeble minority, and these are divided, one section being professed infidels or Unitarians, the other some of the most evangelical and soul-seeking men in the Union. The leaders of the former are such men as Garri-

son and Wendell Phillips, among the latter are Cheever and Ward Beecher. With those, English Christians can have no sympathy; with these, it should be at once our duty and pleasure to co-operate. The former are actuated by selfish motives, and find their weapons in blasphemy and sedition; the latter believe that God has made of one blood all the nations on the earth, and mourn over as a sin the keeping of their fellow-creatures in bondage. Let us wish God speed to these, confusion to those!

Unitarianism prevails largely in New England. Here are found some of the most intellectual and refined of America's sons, and, as elsewhere, many of them find the preaching of Christ crucified extremely distasteful. In many churches fearful error is preached; in Harvard College Unitarian doctrine is taught, and finds warm supporters in such men as Longfellow, Dana, Holmes, and Emerson. In Boston many have been led astray by this specious heresy, chiefly under the teaching of the late Theodore Parker, who was at the same time one af the most eloquent preachers of abolition and natural theology.

Almost, if not entirely, peculiar to America are the camp-meetings, which take place chiefly in the South. A good deal will be found about them in a book recently published, called 'Peter Cartwright, the Backwoods Preacher.' For perhaps an entire week people will assemble in the forest for religious meetings, coming, many of them, long distances, and sleeping the while in tents. There is little in these meetings to please those fastidious about order and forms, and probably many would go so far as to say they are the devil's work; but to them who believe that "God dwelleth not in temples made with hands,"

and cares nothing for externals, but searches the heart, it is plain that where God's people meet in dependence on the Holy Spirit a blessing will follow. And that is all we care about; if souls are converted, what does it matter what the agency is? The negroes, particularly, like these camp-meetings, as being something especially suited to their simple understandings, and many a good anecdote will be found relating to them in such books as that referred to above.

It must be understood that the remarks made in this chapter must be taken with some qualification in reference to various parts of the Union, for as the early colonists widely differed in their religious habits, so do their descendants. It must be expected that the Puritan settlers of New England, the cavaliers of Virginia, and the *omnium gatherum* of the West, would give for centuries a mould to the religion and characteristics of their descendants. Thus Puritan strictness, sobriety, and Sabbath-keeping mark New England still in an eminent degree, while New Orleans is noted for rowdyism. In New England Congregationalism is the chief form of religious worship and government, while in Virginia, Georgia, and the Carolinas, an attachment to Episcopalianism still prevails.

An excellent little work appeared two years ago by the author of 'The Englishwoman in America,' entitled 'The Aspects of Religion in the United States of America.' From it a few of the foregoing remarks are drawn, and to it the reader is referred for more ample information. The work is written in a Christian, impartial spirit, and gives one a fair idea of what its title professes. The author draws inferences favourable to the voluntary principle, giving testimony to the soundness of the preaching, the liberality of

the churches, and the wide-spread influence of Gospel religion.

A few words now respecting Canada:

Canada is by no means so settled in religious matters as the United States. Upper Canada is scarcely forty years old, while the States have been colonized two centuries, and have been independent eighty years. Moreover, Canada has but recently emerged from a severe struggle on the State Church question, and this has inflicted sad ravages on the interests of true religion. Men's passions were inflamed, angry warfare usurped the place of Christian zeal, and where the Church's energies should have been directed solely against the strongholds of Satan, they were too much employed as weapons in destroying her own fair proportions. The struggle was fierce, but resulted at length in the separation of Church and State, and the recognition and complete equality of all sects. The final settlement is too recent for one to be able to say with confidence, from observation, how it works, but there is no reason to fear that the gain to religion will be less than in the United States. At present it would appear that the political strife so long carried on has affected the spirituality of the churches, and probably some time will elapse before they exhibit that life which they surely would but for the deadening influence of party and sectarian animosity, the chief cause of which is now happily at an end.

About one half the population belong to the Church of Rome, one eighth to the English Church, one eighth to the Church of Scotland or other Presbyterian denominations, one eighth to the various Methodist bodies; of the remainder, Baptists and Congregationalists are the most numerous, and

Lutherans, Quakers, and half a score of others make up the total. Nearly all the Lower Canadians are Romanists: consequently Lower Canada does with about one third the number of churches required in Upper Canada, for where in every little village in the latter there will be three or four places of worship for the different denominations, in the former the whole church-going population of a parish will assemble in one commodious edifice. Distance from Rome does not appear to diminish the affection of her followers. The Romish Church in Canada is very wealthy, and doubtless furnishes not a small sum to the Propaganda. There are several convents in the country, one of which, at Quebec, is more than a century old.

The English Episcopal Church, generally known as the Church of England, resembles that of the United States in its self-government, and it appears that its bishops give equal satisfaction with those who are appointed by a *congé d'élire*. It is quite the fashionable Church in the upper province, and will always enjoy a certain prestige as long as Canada is subject to the British crown, the religion of the Governor-General and of all imperial officials being, as a rule, that of the country from which they come, and having some, may be slight, influence on the colonists.

The number of Scotchmen who have emigrated to Canada have caused the numerical strength of Presbyterianism, while the proximity of the United States has, perhaps, had something to do with the growth of Methodism in the colony.

Though this chapter is headed "Religion," it may not be deemed amiss if a few words are given to the subject of Education.

On both sides of the St. Lawrence the general education

of the people is provided for with great liberality. With almost universal suffrage, education is the only safeguard against anarchy, and in both the United States and Canada the full importance of this is seen, and the government and the municipalities do their duty in the matter. Religion, but not sectarianism, is recognized in the schools. The system has answered admirably, and the result is the general intelligence of the people throughout the Union and Canada.

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